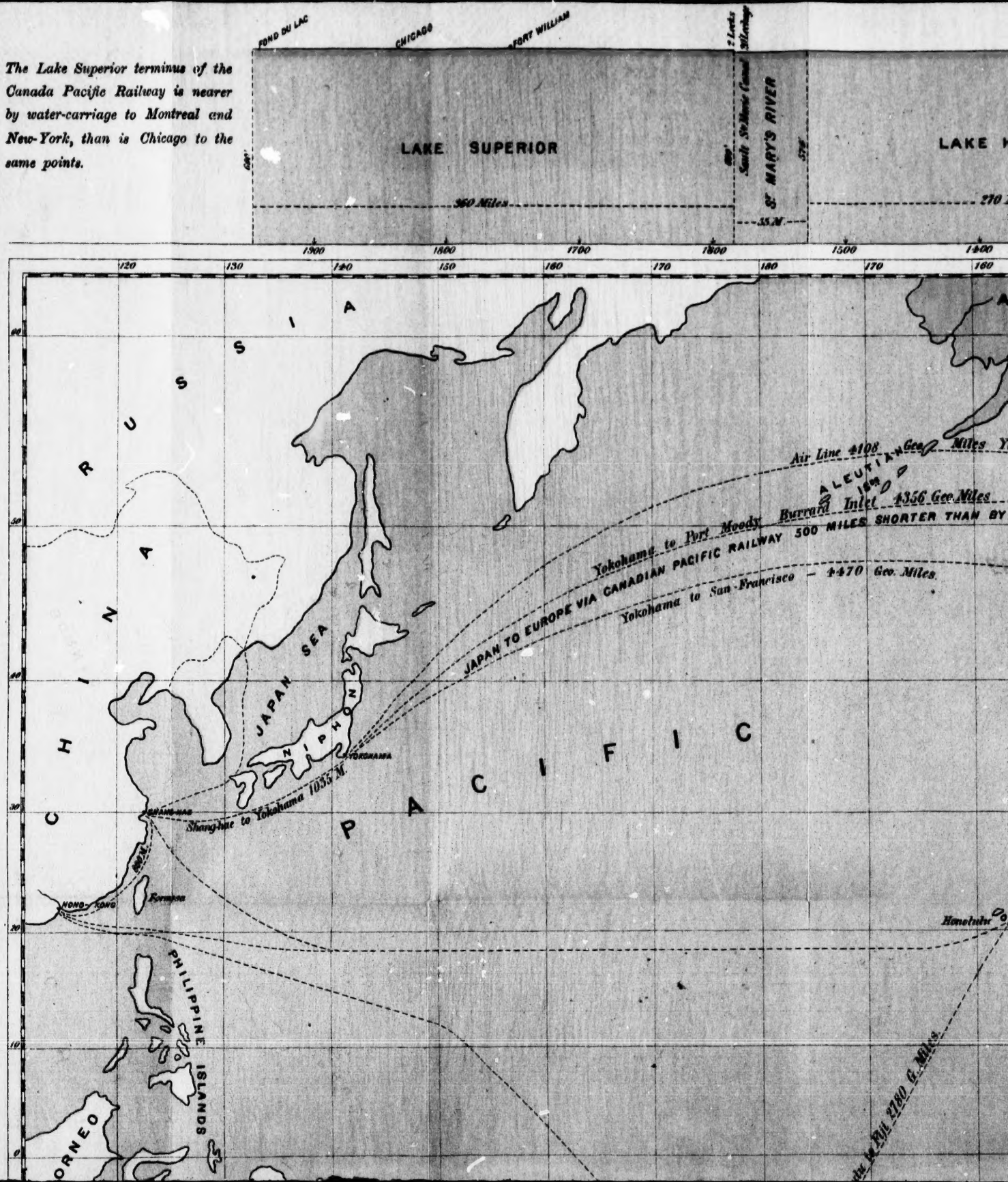
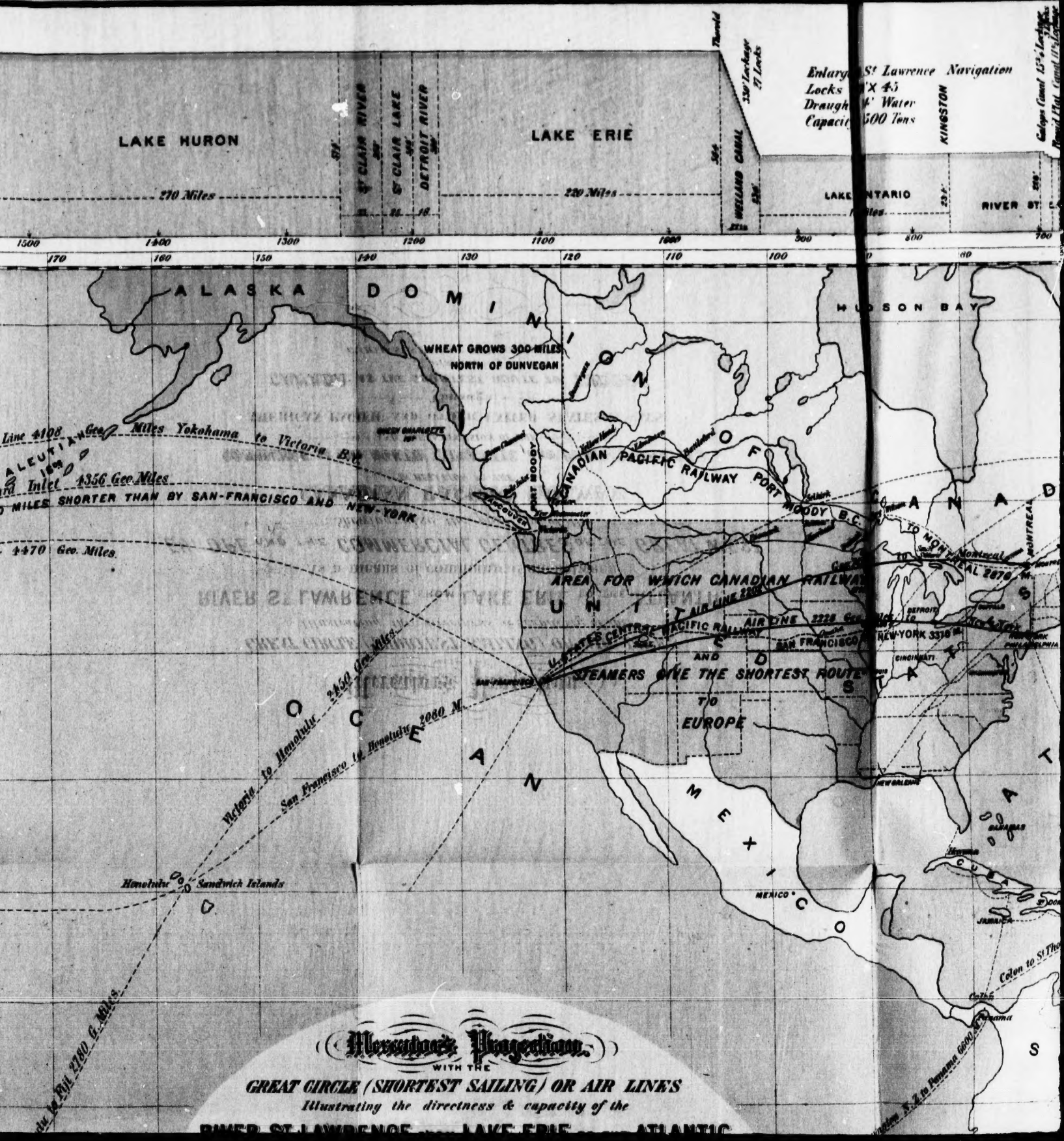


CA. A. 4166

The Lake Superior terminus of the Canada Pacific Railway is nearer by water-carriage to Montreal and New-York, than is Chicago to the same points.





LAKE HURON

LAKE ERIE

Enlarge St. Lawrence Navigation
Locks X 43
Draught 4' Water
Capacity 500 tons

KINGSTON

Colgate Canal 15 1/2 Miles Long
Depth 12 Feet Canal 11 1/2 Miles Long

270 Miles

220 Miles

LAKE ONTARIO

RIVER ST. L.

ALASKA

D O M I N I O N

N

O F

HUDSON BAY

WHEAT GROWS 300 MILES
NORTH OF DUNVEGAN

Line 4108 Geo. Miles Yokohama to Victoria B.C.
Line 4356 Geo. Miles Inlet to New York
MILES SHORTER THAN BY SAN-FRANCISCO AND NEW-YORK

4470 Geo. Miles

AREA FOR WHICH CANADIAN RAILWAY

U. S. CENTRAL PACIFIC RAILWAY

STEAMERS GIVE THE SHORTEST ROUTE
TO EUROPE

Honolulu Sandwich Islands

Victoria to Honolulu 2450 Geo. Miles
San Francisco to Honolulu 2080 M.

Mercator's Projection
WITH THE

GREAT CIRCLE (SHORTEST SAILING) OR AIR LINES

Illustrating the directness & capacity of the

RIVER ST. LAWRENCE LAKE ERIE ATLANTIC



Huron & Placemans
WITH THE

GREAT CIRCLE (SHORTEST SAILING) OR AIR LINE

Illustrating the directness & capacity of the

RIVER ST LAWRENCE FROM LAKE ERIE TO THE ATLANTIC

As a means of communication between

KINGSTON

LAKE ONTARIO

FIVE ST

ASIAN PACIFIC

AREA AND WORK CHANGES

STEAMERS GIVE THE SHORTEST ROUTE

EUROPA

MEXICO •

Projection.

SAILING/ OR AIR LINES
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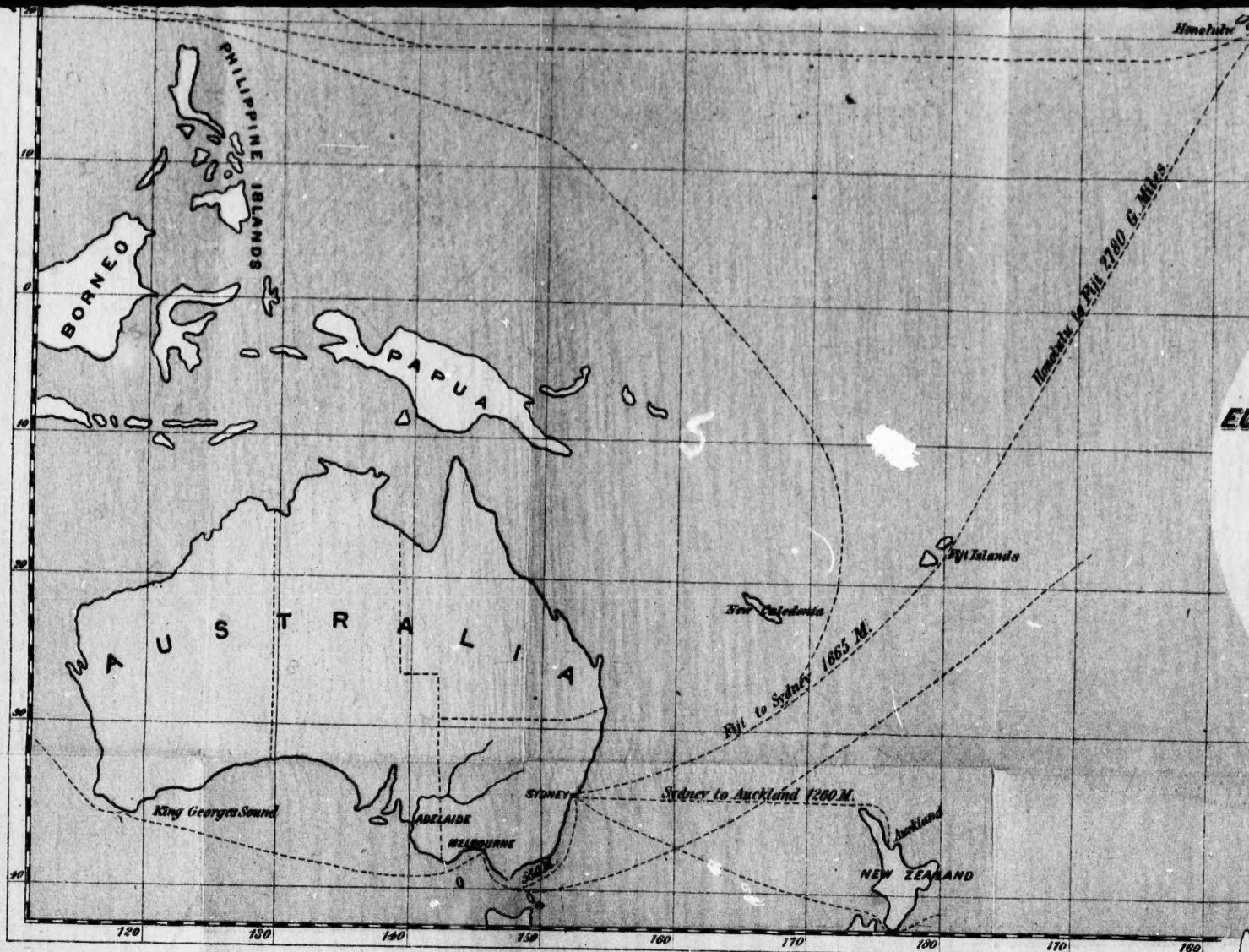
LAKE ERIE TO THE ATLANTIC

Colgers Canal 13 1/2 Locks,
 Rapid Flat Canal 11 1/2 Locks,
 2 Locks
 Arrows Pt Canal 4 Locks, 1 Lock
 Cornwall Canal 40 Locks, 7 Locks
 Beauharnois Canal 32 1/2 Locks,
 9 Locks
 Lachine Canal 44 3/4 Locks, 5 Locks
 MONTREAL

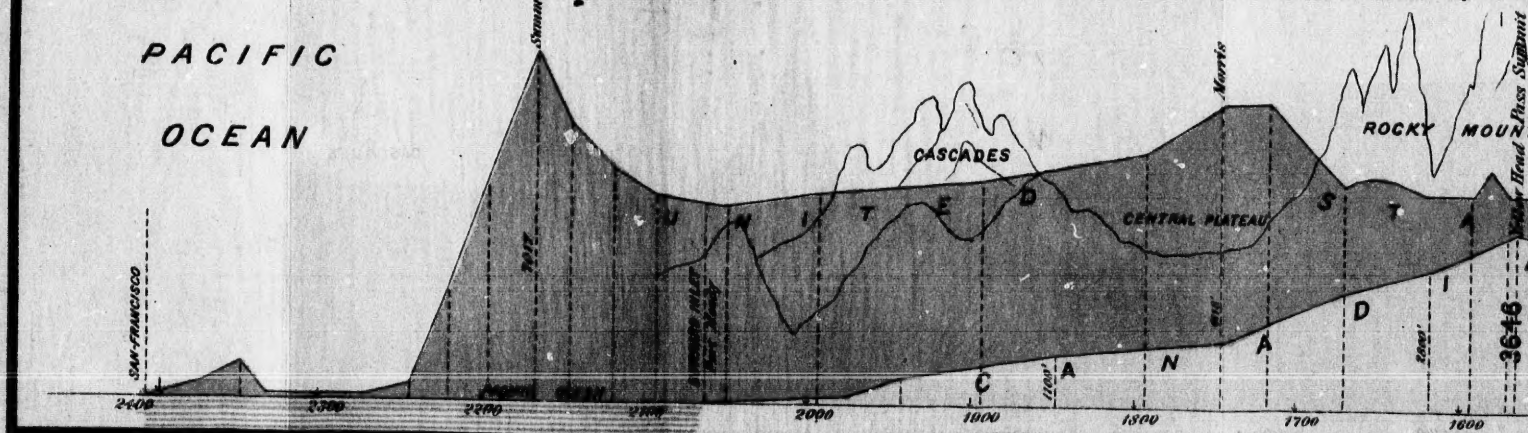


OF ST. LAWRENCE RIVER AND LAKE NAVIGATION
From
TICOSTI TO FOND DU LAC, LAKE SUPERIOR
2000 Miles.





For 1300 Miles continuously (between Stopford and Sacramento) the U. S. Central Pacific Ra



Honolulu Sandwich Islands

MEXICO

Colon to St Thomas

Honolulu to Fiji 2700 G. Miles

Wellington N.Z. to Panama 6000 G. Miles



GREAT CIRCLE (SHORTEST SAILING) OR AIR LINES

Illustrating the directness & capacity of the

RIVER ST LAWRENCE FROM LAKE ERIE TO THE ATLANTIC

As a means of communication between

EUROPE AND THE COMMERCIAL CENTRES OF THE GREAT WEST

Shewing also the position of the

CANADIAN PACIFIC RAILWAY

IN RELATION TO THE

COMMERCE OF THE NORTH ATLANTIC AND PACIFIC OCEANS

AND THE EXTENSION OF THE

AMERICAN PACIFIC AND OTHER UNITED STATES R'WAYS

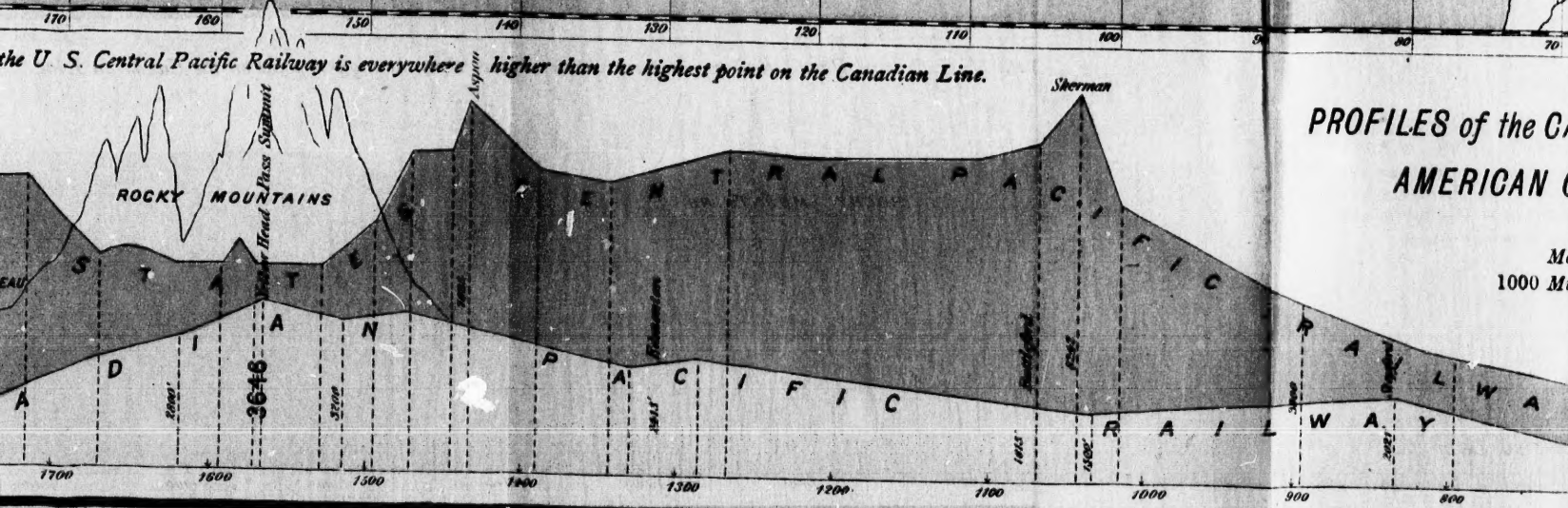
Through

CANADA AS THE SHORTEST ROUTE TO EUROPE

also the
CABLE SYSTEM OF THE ATLANTIC



PRINTED-LITHOGRAPHED BY THE BURLAND WEBB & BATES LITH. CO. MONTREAL



MONTAGNE

WITH THE

GREAT CIRCLE (SHORTEST SAILING) OR AIR LINES

Illustrating the directness & capacity of the

RIVER ST LAWRENCE FROM LAKE ERIE TO THE ATLANTIC

As a means of communication between
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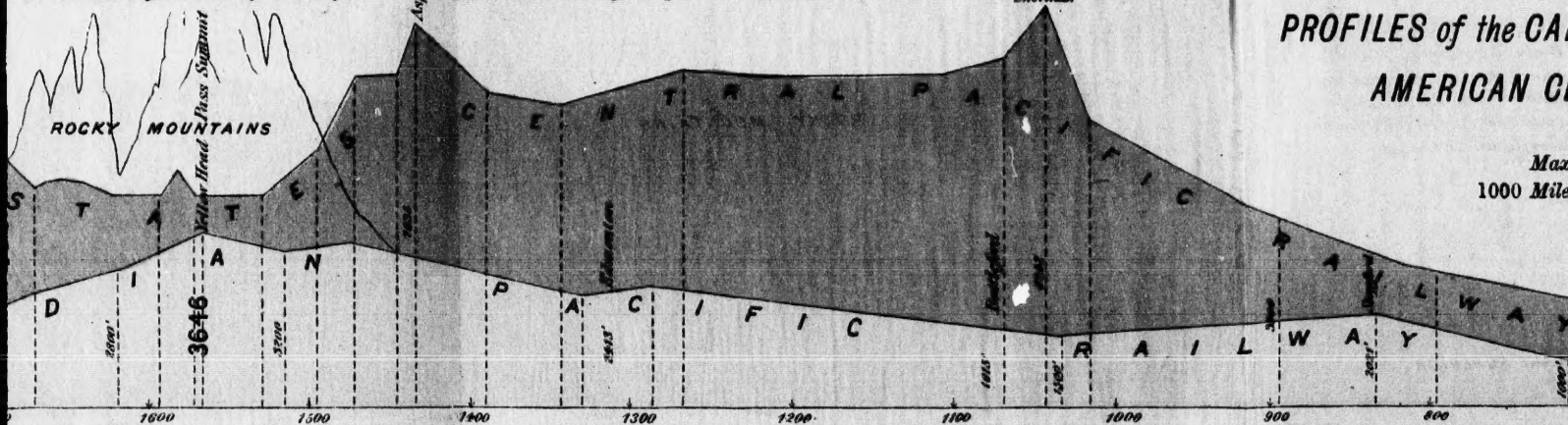
Through

CANADA AS THE SHORTEST ROUTE TO EUROPE

also the
CABLE SYSTEM OF THE ATLANTIC

PHOTO-LITHOGRAPHED BY THE HURLAND DEBARATS LITH. CO. MONTREAL

Central Pacific Railway is everywhere higher than the highest point on the Canadian Line.



**PROFILES of the CANADIAN
AMERICAN C**

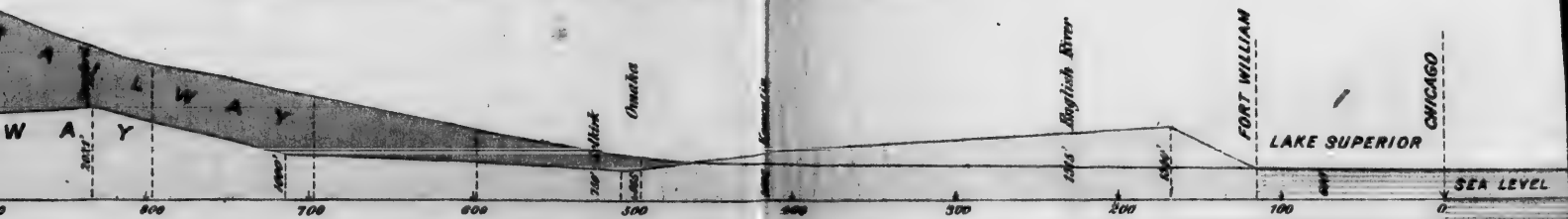
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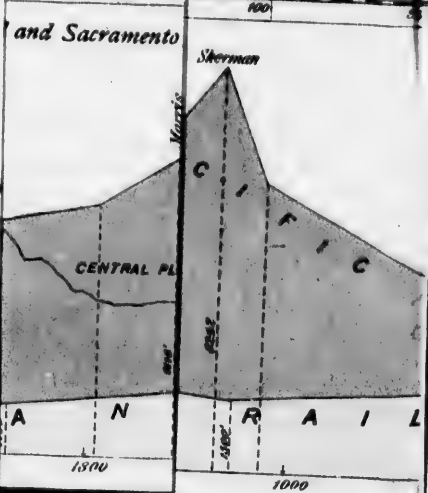


**PROFILES of the CANADIAN PACIFIC RAILWAY from LAKE SUPERIOR Westward
and the
AMERICAN CENTRAL PACIFIC RAILWAY from CHICAGO Westward
Compared as to distance and Elevation**

*Maximum Grade ascending Eastward on Canadian Pacific Railway for
1000 Miles west from Lake Superior will not exceed 1 in 200 or 26 2/3 Feet per Mile.*

Grain shipped from Fort William, (the Lake Superior terminus of Can. Pac. R.R.) will reach tide-water as quickly and cheaply as from Chicago.



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REPORT

OF THE

CANADIAN COMMISSIONER

AT THE

EXHIBITION OF INDUSTRY,

HELD AT

SYDNEY, NEW SOUTH WALES,

1877.



Ottawa :

PUBLISHED BY AUTHORITY OF THE DEPARTMENT OF AGRICULTURE.

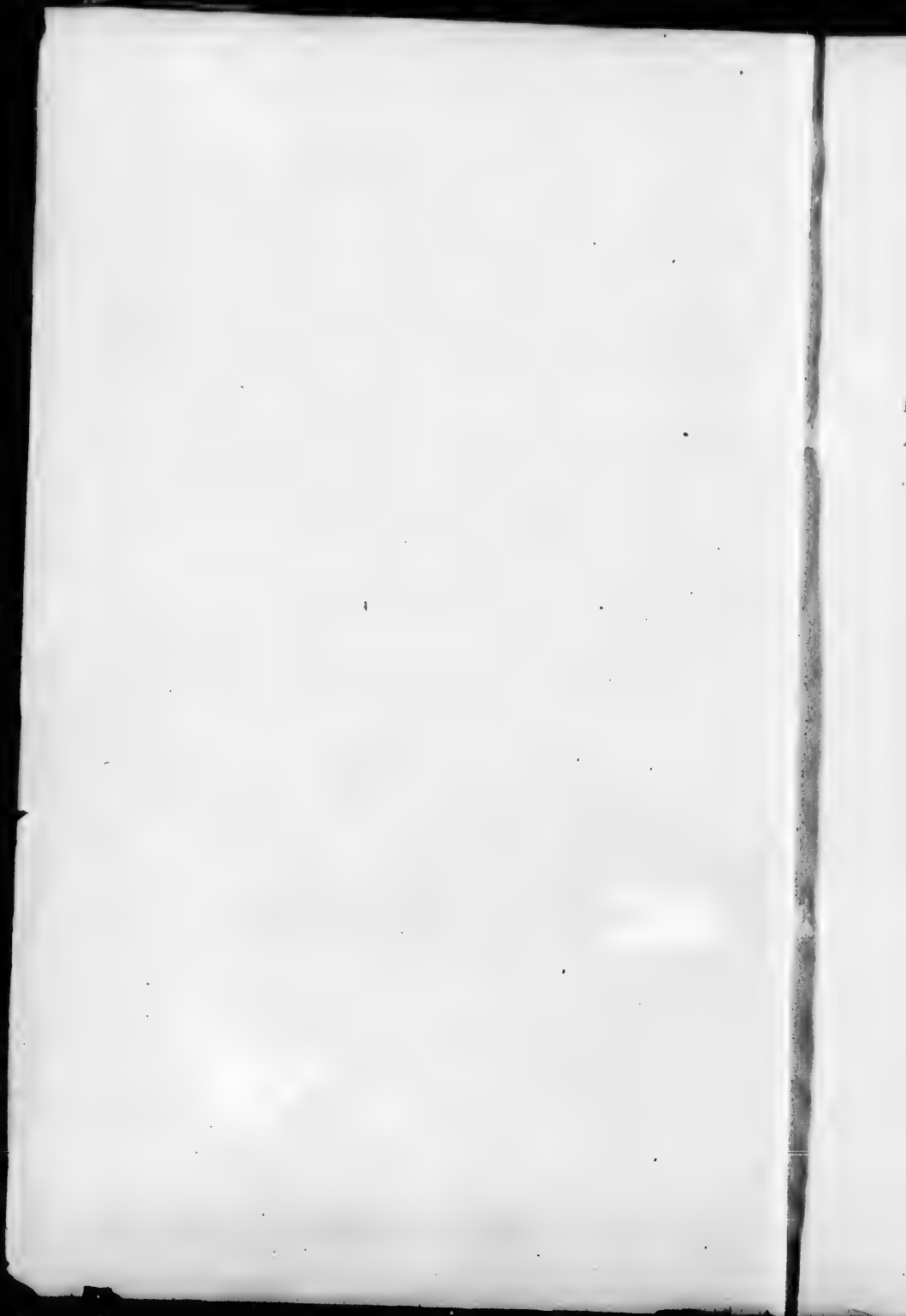
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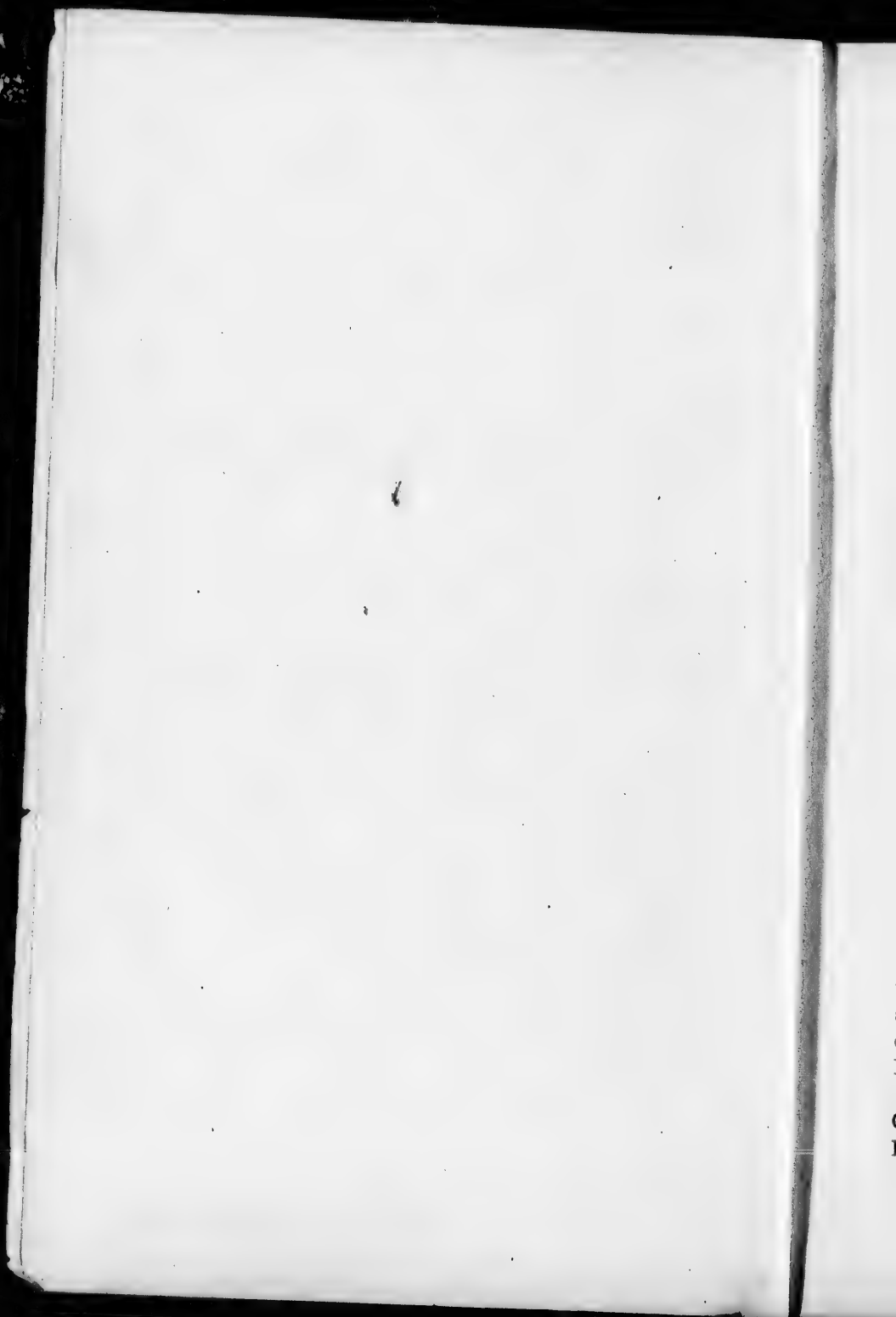
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REPORT.

To His Excellency the Right Honourable Sir Frederick Temple, Earl of Dufferin, K.S.P., K.C.B., &c., &c., &c., Governor-General of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY :—

As Executive Commissioner of the Industrial Exhibition, lately held at Sydney, New South Wales, I beg leave to report :
That at the close of the American Centennial Exhibition at Philadelphia, a desire was expressed by the Commissioners sent thither from Australia, that a part of the Canadian exhibits should be sent to the Exhibition to be held at Sydney, on the 10th of April, 1877. This desire of the Australian Commissioners was concurred in by the manufacturers and owners of the Canadian exhibits, who, having brought the subject under the consideration of the Dominion Government, an offer was made by the Government to pay freight to Sydney on all or any articles which the manufacturers or others might choose to send forward to the Sydney Exhibition. The proposal was at once acceded to.

The Government of Canada embraced the opportunity thus presented of ascertaining whether commercial relations between the great Australian Colonies and Canada could not be extended ; and I had the honour of being chosen for this duty, by an order of a Committee of the Privy Council, approved by Your Excellency in Council, on the 19th December, 1876.

Mr. James Brown, of Montreal, and Mr. William Fleming, of Ontario, were selected to assist me in arranging the goods at the Exhibition at Sydney, and during its continuance.

By my letter of instructions I was informed that the Hon.

John Hay, President of the Legislative Council of New South Wales, Mr. Thomas Sutcliffe Mort, Mr. Walter Lamb and Mr. Augustus Morris, were appointed, by Order in Council, Honorary Commissioners to assist in carrying out the object of the Exhibition. In accordance with representations made to the Government during the Philadelphia Exhibition, an advertisement and circular were issued by the Department of Agriculture on 11th October last, a copy of which is annexed, in which circular an offer was made to pay the freight from Montreal and New York respectively, of such samples of Canadian products and manufactures as might be considered suitable for the Australian markets. Under this order, 134½ cubic tons of freight, chiefly from the Province of Ontario and District of Montreal, left by the "Ocean Gem" from Montreal on 5th November; and 341 cubic tons by the "Escort," from the Province of Ontario and the Exhibition at Philadelphia, left New York on 23rd December, one for Sydney, and the other—the "Ocean Gem"—in part for Sydney. Two or three cases of exhibits, which it was found impossible to put on the "Escort," were sent forward by the ship "Boynton," but arrived too late for the Exhibition. The exhibits which were thus selected to be shipped at New York and Montreal—consisting of lumber, doors, window-sashes, carriages, buggies, waggons, edge tools of all kinds, musical instruments, agricultural implements, slates, and various other goods—paid a freight to Sydney of 50s. per ton measurement from Montreal, and 35s. from New York. My letter of instruction says:

"You will see by the form of application, a copy of which is enclosed, that the Department did not in any instance undertake to return the exhibits to Canada, but on the contrary, the signing of the application in effect constitutes an agreement that they shall be sold at Sydney after the close of the Exhibition. The exhibitors have been informed that they will be at liberty, either themselves, or by any agents they may select, to dispose of their exhibits in any manner they may see fit; all the exhibits, however, remaining until the close of the Exhibition. In all cases in which no provision is made for the sale, this will become one of the most important duties of the Canadian Commissioner. A principal object of the Canadian participation in the Exhibition is to ascertain, by the practical fact of the sale of the exhibits sent, the possibility of finding a profitable market in the Australian Provinces for

such products and manufactures. You are, therefore, specially directed to see that the greatest care is taken properly to ascertain this fact. It is also expected that your report in this particular will extend to such exhibits as may be sold by the owners, without, however, any undue interference with their operations.

"You are, specially, to furnish a careful report of the prices and charges, including the prices of such exhibits as may be sold by the owners or their agents, and all such practical information with respect to the class of articles sold, as may be necessary for carrying on trade with them.

"I am further to request that you will obtain trade statistics of all the Australian Colonies, and report on their bearings on possible trade with Canada.

"It may be stated for your information that the principle adopted in the selection of samples sent to the Sydney Exhibition, was to allow the manufacturers very wide discretion in sending such specimens as they might think most expedient, within such limits of kinds, as it appeared by numerous exports from North American ports to Australia, or as appeared from the official records, to be imported into the Australian provinces; and further, such articles were selected as were indicated by Australians at Philadelphia as being suitable for trade at New South Wales.

"The department has been led to believe, from a copy of a letter from Mr. Jules Joubert, the Secretary of the Metropolitan Exhibition at Sidney, to Mr. Augustus Morris at Philadelphia, that every possible facility will be given, and suitable buildings and space will be afforded for the Canadian exhibits.

"The exhibits from Montreal have been consigned to Messrs. Caird, Patterson & Co., and those from New York to Messrs. R. Towns & Co., both of Sidney, to be held in charge of the Canadian Commission.

"The department is not informed what will be the extent of the care which the managers of the Metropolitan Exhibition at Sidney will take of the Canadian exhibits after arrival, or in putting them in position for exhibition. But it will be your duty to supplement such care by seeing that all articles are so placed as to be properly exhibited, with the exception of such particular explanations or working of machinery or implements, or other articles as are naturally the duty of all exhibitors at exhibitions. And even these explanations it will be your duty to supply as far as possible, with the aid of your assistants, in view of the very great distance of the Exhibition from the manufacturers.

"The Exhibition is advertised to commence at Sydney on the 10th April next; and it is advisable that you should sail in such way as to arrive there before that date.

"It has been intimated by the Victoria Commission at Philadelphia, that it would be advisable that the Canadian Commissioner should be invested with authority to send the Canadian exhibits to another exhibition, at Melbourne, at the close of the Sidney Exhibition; but on this point I am to inform you that the exhibits are not the property of the department, and it is not thought that such further exhibition can be authorized by it. But, of course, the individual exhibitors are free to act as they see fit.

"It is advisable that you should visit the adjoining Colonies to obtain the trade statistics hereinbefore mentioned.

"(Signed,)

"JOHN LOWE,

"Sec'y, Dept of Agriculture."

REPORT OF EXECUTIVE COMMISSIONER TO THE

"Applications from manufacturers for freight on such goods as they are desirous to send to Sydney, are invited by the Government, and the conditions, as stated in a circular, dated 'Department of Agriculture, October 11th, 1876,' are that 'manufacturers and others desirous of sending samples of Canadian products to the Exhibition to be held at Sydney, New South Wales, in April next, are informed that the Government of Canada will pay the freight from Montreal per "Ocean Gem," which sails on the 28th instant, or by the vessel sailing from New York on the 25th November next.

"Only such articles will be selected as there is reason to believe can be profitably exported to Australia."

Such were the general instructions I received from Government in the conduct of my mission. It was some time before the papers could be prepared, and I left Montreal on the 11th of January for Ottawa, to confer with the Agricultural Department.

Your Excellency, at my request, honoured me with letters to the various Governors of the Australian Colonies, introducing me, and pointing out the object of my mission.

Leaving Ottawa on the evening of the 15th, I arrived at Chicago on the 18th and at San Francisco on the 25th January. At Omaha I met Mr. Morris, one of the Australian Commissioners to Philadelphia, from whom I received much valuable information respecting Australia. The distances from the places named are as follows:—

	Miles.	Feet.
New York to Chicago.....	900	....
Montreal to Chicago.....	847	....
Chicago to Omaha.....	402	highest altitude, RR. 1,279
Omaha to San Francisco....	1,932	" " " 8,242

When I crossed the mountains, in January, there was no snow, but the cold on three mornings registered 24, 27 and 30 degrees below zero. A large number of snow sheds and fences, amounting in the aggregate to forty-two miles, are built to protect the railway from being blocked up by snow during the winter months.

Owing to the steamer from England sailing later than usual with the mails, I did not get off in the mail steamer "Zelandia," from San Francisco, until the 3rd February. On the 11th February we arrived at Honolulu, the commercial emporium of the

Sandwich or Hawaiian Islands, 2,100 miles from San Francisco. Honolulu may be considered the half-way house between North America and the new world of Australia and New Zealand. There are 22 feet of water in the bay at mid-tide, and wharves in the port give ample facilities to load and discharge cargo. The Custom House and public store-houses are built of coral. The population is 14,852, while the population of all the islands, twelve in number, amounted, in 1873, to 56,897, of which 5,366 are foreigners. The climate is very delightful—the thermometer at the highest, between January and December, ranging from 72 to 80, and at the lowest from 61 to 70. Fruits and flowers grow to perfection. A Reciprocity Treaty exists between the country and the United States. The imports in 1874 were \$1,310,827, and the exports \$1,859,639. The principal articles of export are sugar, paddy, rice, bannanas, wool, &c., most of which are shipped to the United States. The imports, under Reciprocity, are principally from the United States, consisting of clothing, dry goods, flour, groceries, provisions, spirits, lumber, tea, &c.

The Kingdom is represented in foreign countries by six Consular Agents, three Consul-Generals, and thirty-three Consuls, who make their annual reports on trade to the Government.

From Honolulu I sailed for Levuka, one of the Fiji Islands, a distance of 2,708 miles, and arrived on the 21st February. Levuka is rather a difficult port of entry, being surrounded with coral reefs, and it cannot be entered without a pilot. These islands are now under the British Government, and from their reported fertility, commerce with them must increase. At present there is no convenience for ships by wharves, and vessels have to anchor in the bay. The native people are tall and well-formed. I had no means of acquiring information as to the trade of the islands. The climate is very similar to that of Honolulu.

I left Levuka for Auckland, in New Zealand, a distance of 1,167 miles, and from San Francisco 5,914 miles.

By my letter of instructions I was not directed to visit New Zealand, but in talking the matter over with Mr. Morris, he

strongly advised my doing so, as the trade of that Colony was as important to Canada as the trade of the other Colonies. I decided on pursuing this course, as I thought it more than probable that I would be in Sydney before the arrival of the "Escort" and the "Ocean Gem." Besides, on reading over my instructions, I saw that the Government had not the power of sending any of the exhibits for the Sydney Exhibition to any of the other Colonies, and I formed the idea that if I could manage to have commissioners appointed by the Governments of New Zealand, Tasmania, Victoria, Queensland, South Australia and Western Australia, to examine and report on our exhibits in New South Wales, the object of the Government, in sending me as a Commissioner to ascertain if our trade relations could be extended, would thereby be greatly promoted. Having resolved upon this course of action, I landed at Auckland on the 26th of February.

As I had no letters to any one in Auckland, I called on the President of the Chamber of Commerce, and on other parties; and, after explaining the object of my visit, expressed my desire to meet the members of the Chamber to explain my views. This was at once complied with, and a meeting called, which was numerously attended. Although it will not be necessary in this Report to allude to the remarks which I deemed it necessary to make at all the towns and cities I visited, yet in this first instance of meeting the New Zealand merchants, it is, I think, well to refer to what took place, and in future to confine myself to the comments made by the Press of other places as to my mission.

(From the *New Zealand Herald*, Auckland, 1st March, 1877.)

CHAMBER OF COMMERCE.

"A Special Meeting of the Chamber was held yesterday, for the purpose of meeting the Hon. J. Young, from Canada, who is now in Auckland, *en route* to Sydney, to attend the Sydney Exhibition to be held on the 10th of April, as Commissioner in charge of the products and manufactures from the Dominion, which will be exhibited.

"After the CHAIRMAN had explained the object of the meeting, he introduced Mr. Young.

"The Hon. Mr. Young said: 'My first duty is to thank you, Mr. President, for giving me the opportunity of meeting the members of the Chamber of Commerce of

Auckland upon the occasion of my passing through your city. My next duty is to explain to you how it is that I am here in Auckland at this time. At the Centennial Meeting held last year in Philadelphia, United States, Canada exhibited her products, her machinery, specimens of her mineral and other resources. These were esteemed to be so illustrative of her progress, that they excited a desire in the Australian Commissioners who were present at the Centennial, to have a portion of these products and manufactures sent to Australia, in order that the people of those Colonies might judge of them. This desire on the part of the Australian Commissioners was endorsed by the owners of these various articles. This fact and these wishes made their way to the ear of the Government of Canada, who at once stated that they would pay freight and charges to Australia upon all goods which their owners or makers might send there. In consequence of this a vessel named the "Escort" was chartered, and a portion of the goods exhibited at Philadelphia was shipped at New York and are now on their way to Sydney by that vessel. Another vessel in the port of Montreal, called the "Ocean Gem," was loaded with commodities of various kinds from Ontario and places in Lower Canada. She left on the 25th of November, for Melbourne and Sydney. Having done this much, the Government of Canada selected me to go to Australia, to see whether it was possible to extend commercial relations between those great Colonies of our "old Mother country," Canada and Australia; and now the object of my short stay here is to acquire all the information from those who are, no doubt, interested in everything that tends to advance commercial intercourse. I thought it my duty to submit to your Chamber whether you should think it desirable to send an agent to Sydney to represent you during the approaching Exhibition, which takes place there upon the 10th of next month. It would, no doubt, be a part of the duty of such an agent to see whether there are any articles of Canadian manufacture and produce which would be advantageous for you to have in developing the resources of your country, and which you could buy from Canada. The object is to compare our sources of wealth and industry, and exchange, upon fair terms, such commodities as shall be useful for each. Our tariff admits nearly all your products duty free. We have arrived at that state that we think we can manufacture articles as cheap and as good as can be produced elsewhere. It is for you, however, to judge whether this can be done or not. You are building a dock here, and I hear that you have been making experiments in dredging. There are plans of all kinds of dredging machinery of that sort amongst the articles now being forwarded to the Sydney Exhibition, and these can be made as cheap in Canada as elsewhere; for we have done more in dredging on the St. Lawrence than has been done elsewhere. It might be important to get some idea upon what scale these things are made in Canada, and what amount and kind of work they are fitted to complete. I again thank you for the opportunity you have afforded me of making these remarks. If there is any question any gentleman would like to ask me, I will be glad to answer it. I have not gone extensively into the subject, because there will be other opportunities of doing so. I have no doubt that the feeling manifested by Canada will be reciprocated. In a short time we will have a railway across British America, which will reduce the distance in time by two or three days. You have a beautiful country here, capable of great progress and development, and you are making rapid progress.

"On motion of Mr. VONDE HEYDE, a vote of thanks was passed to Mr. Young for his address, and that the Chamber would do what they could to have the Government send a Commissioner to Sydney."

The following editorial remarks of the *Auckland Herald* show the extent of interest taken in the matters discussed at the Chamber of Commerce:—

"The meeting of the Chamber of Commerce, held yesterday, to receive the Hon. John Young, of Montreal, Canada, was important and interesting. As will be seen in another column, Mr. Young explained why he was here, and the object he had in visiting the Colonies of Australia. His mission is to see whether a trade cannot be carried on between the great Colonies of Australia and the Dominion of Canada, to the mutual advantage of both countries, and after he made his statements, he expressed the hope that Auckland would see it to be her interest and the interest of this part of New Zealand to have a deputation or a representative present at the Sydney Exhibition, on the 10th April next, when the exhibits of Canada will be seen.

"Mr. Young showed a Government map of the Pacific Railway through Canada, part of which is located and surveyed, and other parts surveyed but not yet located. He claimed that when this line of railway is completed, which it possibly will be in fifteen years, mails from England to Australia, Japan and China could be delivered in fully two days' less time than at present,—that the Rocky Mountains could be passed over at 4,000 feet less altitude than by the Central Pacific line to San Francisco, while the distance would be about 750 miles less. He further urged the attendance at Sydney as being of great interest to Auckland and to other ports in New Zealand and in Australia, where harbour works required the aid of dredging machines, as from the plans of the latest and most improved dredges which will be there found, and in which Canada has had experience, much valuable practical information can be gained in the matter of harbour works, and in providing all possible facilities for the easier and cheaper carrying of water-borne goods. Every shilling that can be saved in the transport of goods to the market of consumption is so much added to the national wealth. No Colony has done more than the Dominion has effected in this direction; and there are some great canal works now in contemplation in Canada, which will open additional water convenience to the large maritime commerce of the first of Great Britain's Colonies. Mr. Young pointed generally to the advantages of water carriage, which had been shown in ordinary circumstances to be, after cargo was on board, as a general rule, only one-fifth the cost of land conveyance, which is a hint to be remembered in our future railway works, so that railways should seek to reach the interior of a country; and while supplying produce for shipment at seaports, and being supplied with imports by shipping, should not be constructed so as to establish unnecessary competition in a young country, where utility requires a wise distribution of those grand works of civilization—roads, railways and water carriage.

"From the ripe knowledge he displayed yesterday of the condition of the Colony he represents, it is apparent that the Dominion Government could not have chosen a more fitting Commissioner to the Sydney Exhibition, or one more capable of comprehending the aims and objects of his mission. We hope the Government of New

Zealand will send a Commissioner to represent this Colony; to see and report on the plans and models of public works and structures of general improvements in inventions adapted to colonial life, and especially in those labour-saving machines for both domestic and other uses indoor and out-door, for which the United States and Canada are now so justly celebrated.

This part of New Zealand is where the Kauri Pine is obtained, of which there is a considerable export to the other Colonies. It is a hard wood, dense and heavy, and sells from 8s. to 12s. sterling per 100 feet superficial. Doors, window-sashes, &c., are manufactured from this pine in various places near Auckland, so that it is doubtful if our soft pine would find here a profitable market. All agreed, however, that if such articles as chairs, for common use, buggies, waggon, agricultural implements, edge tools, shovels, spades, hoes, &c., could compete in cheapness and quality with those of the United States, there would be a large market for them. The population of the city of Auckland in 1874, with suburbs, was 24,000, and of the Province of Auckland 68,000, exclusive of aborigines. The harbours are excellent, and adapted for the largest class of vessels. The position is very fine, and with its increasing railway connections, its gold, coal, timber, and growing agriculture, Auckland gives promise of becoming a great commercial city.

The export of wool is large and increasing, being sent principally to London. The gum known as kauri gum in commerce, forms an important item in the exports of Auckland, and the supply is not likely to fail for some time. It is generally found from two to three feet below the surface; but it is ascertained that it lies also at some depth over a considerable area of land exhausted by kauri forests in past ages, from which the gum has exuded, but which is now barren and unfit for cultivation. Its importance may be estimated from the fact that from 4,000 to 5,000 tons have been exported in one year. The native Maories bring a considerable amount of it to market, and the buying prices vary from £30 to £40 per ton sterling at Auckland. It is sent chiefly to England and the United States, and is used in the manufacture of varnish. I am not aware if it

is used in Canada. The kauri pine is much esteemed, and its growth is confined entirely to the single Province of Auckland. It is sometimes 15 feet in diameter and 150 feet in height. New Zealand flax is another article of export. The imports and exports in 1875 of the Province of Auckland amounted to £2,302,069,—the imports being £1,589,315, and the exports, £712,754.

Parties in Canada desirous of trading with this part of New Zealand will find excellent and reliable agents in Messrs. Brown, Campbell & Co. of Auckland, with whom I made arrangements to give correspondents in Canada every information respecting trade. Messrs. Brown, Campbell & Co. are highly responsible merchants, and any statement they may make can be relied upon.

I left Auckland on the 1st of March by steamer for Wellington, the capital of New Zealand, a distance from Auckland of about 450 miles. On the way we stopped at Nelson for about twelve hours. Nelson is a small but very pretty town, population about 6,200, and is the capital of the Province of Nelson, which has about 23,540 inhabitants, besides natives. The chief wealth of this district consists in minerals, unlimited beds of coal, finest iron ore and limestone. Iron works will, no doubt, be erected there at no distant day. Lead, copper and gold are also found.

I arrived at Wellington on the 6th and called on His Excellency the Governor, the Marquis of Normanby, formerly Governor of Nova Scotia, and whom I had known in Canada. I explained to His Excellency the object of my mission, and nothing could exceed his courtesy and that of the members of his Government, in giving me every information regarding the commerce of New Zealand. New Zealand consists of three islands. Cook's Straits divide the North and South Islands, which are from 450 to 470 miles in length, by about 100 miles in breadth, while the Foreau Straits divide the South Island from "Stewart's Island," which is small in extent.

The imports of the Colony for the year 1875 were £8,029,172, and the exports £5,828,627. Population 375,856 in 1875. The

natives are estimated at 46,000, and principally inhabit the Northern Island. The construction of railways is in the hands of the Public Works Department of the Government. The gauge is 3 ft. 6 in. At present there are 654 miles in operation, and nearly as many miles more are being surveyed and some contracted for; this is exclusive of over 750 miles of good traversable dray roads. The whole of these roads are managed by the Government, as already stated, and on the average, I was informed, yield an interest on the capital of $3\frac{1}{2}$ per cent., which, it is expected, will increase. The population of Wellington in 1876 was 11,457. It is an active, stirring place. There were in the harbour while I was there, 11 square rigged vessels from sea. Of the £13,847,798 value of imports and exports in 1875, the imports and exports to and from the United Kingdom amounted to £9,331,370, of which the imports of agricultural implements amounted to £31,248. It is, perhaps, well that I should state that under the Acts of the Parliament of New Zealand, the Government are authorized to open offices throughout the Colony for depositors in savings banks, and in like manner offices have been opened for granting policies of life insurance, and for annuities; the Government or people being thus the recipients of any profits on such business, while the insured have the guarantee of the Colony for amounts insured. It was explained to me that large sums were sent out of the country to companies in the United Kingdom and in foreign countries, in premiums which could be saved to the Colony, and as I knew a similar state of things existed in Canada, I procured the several Acts bearing on this matter of insurance. I noticed, also, a regulation as regards vaccination, which has been practised for some time in New Zealand with the best results. By law, "all children must be vaccinated within six months after their birth, by a qualified medical practitioner appointed by the Government;" no charge being made.

Having signified a wish to meet the Chamber of Commerce, a meeting was at once called, and I addressed the large number of members assembled on the object of my mission, mentioning that I should like if a Commissioner could be present from

New Zealand to see our Canadian exhibits at Sydney. The press of next day had full reports of the proceedings, and warmly approved of my mission and of New Zealand being represented at Sydney.

The Government also informed me that one or more commissioners would be sent. I was advised to visit Christchurch and Dunedin, the latter being the largest city on the Southern Island. I left on the 6th March and arrived in Christchurch on the 8th; a fine city, with public buildings; population, 11,000. Its seaport is at Lyttelton, six miles distant. A meeting of the Chamber of Commerce was held next day, when I had the opportunity of explaining the object of my visit. My remarks were well received, and a vote of thanks was passed, with the recommendation "that the Chairman communicate with the General Government, that this Chamber is of opinion that a Commissioner should be appointed from the Middle Island to visit the Sydney Exhibition, and report upon the various agricultural and labour-saving implements to be exhibited there from Canada." The papers of next morning wrote very favourably of the meeting, and of opening up trade relations with Canada.

I went from Christchurch to Dunedin by land, a distance of over 220 miles, and 97 by railway, passing through a level and rich agricultural country, and arrived at Dunedin on the 10th. This is the most active, stirring city I have seen in New Zealand. Its population in 1876 was 19,584, and with the suburbs about 27,500. The principal seaport of this part of New Zealand is Port Chalmers, nine miles from Dunedin by railway, with a population of 3,100. Every facility exists for the convenience of vessels visiting the port, there being a patent ship-floating dock, and a stone graving dock of 328 by 50 feet, with 22 feet of water on the sill. A time ball, dropped at noon, gives great satisfaction by its admitted correctness. It is the principal place in Southern New Zealand, and gives every evidence of busy industry. Its streets are well-paved and lighted, while its gardens, parks, public buildings, &c., are highly creditable to the inhabitants. I called upon the President of the Chamber

of Commerce, who at once summoned its members together to meet me next day. I called on parties engaged in the timber trade and other branches of commerce, and I am satisfied a very considerable trade can be opened up with this part of New Zealand. At the Chamber of Commerce I spoke at some length as to the advantages of trade with Canada, when a resolution was unanimously passed that a New Zealand Commission should report upon the Canadian exhibits at the Sydney Exhibition.

The following, from the *Otago Times*, gives a fair idea of the comments of the Press:—

OUR TRADE RELATIONS WITH CANADA.

The interview between the Hon. Mr. Young and our Chamber of Commerce, which appears in our columns this morning, should be of considerable interest to the mercantile men of this place. There is, perhaps, a prejudice to be overcome on Mr. Young's part, since it is often supposed that commerce is not much aided by deputations, and so forth, but that by some inexplicable way trade will find its way to the cheapest market without the help of such adventitious aids. At the same time, as the Chairman put it, we shall be very glad indeed to have pointed out to us by any means a cheaper market than that in which we now buy "notions," or any thing else.

Mr. Young offers us, according to his showing, the opportunity of getting from Canada "agricultural instruments, edged tools, and a great variety of things"—to say nothing of woods and textile fabrics at as cheap a price as we can get them elsewhere. His request to the Chamber of Commerce was terse and business-like—"Don't take my word for it; send some one and see for yourselves." It appears that the Government of the Dominion has consented to pay freight and charges on the goods sent as exhibits to the Centennial by Canada from Philadelphia to Sydney. Mr. Young asks the various Chambers of Commerce in this Colony to urge on the Government the advisability of sending some one to Sydney to report on these exhibits.

Judging from what we know of the hinderances to American industry which her Protective policy has caused, it seems highly probable, at least, that Mr. Young's promise will be borne out by facts. At any rate, the probability is such that it is well worth one's while to look into the matter. We trust that the Government will not hesitate to send an experienced Commissioner to Sydney to report. Although our trade with New York is by no means very extensive, it is growing. Could we return wool by the vessels bringing us "notions," remunerative trade might be established. The fiscal regulations of the States have hitherto hindered our doing this. Canada is more fortunate, more liberal in her tariff. There is nothing to hinder our sending wool to Montreal, and thus obviating the necessity of the manufacturers there having recourse to the London wool market. It seems a cumbrous and absurd arrangement that the timber from Canadian forests should be sent to New York for transhipment to Dunedin; yet Mr. Young assures us that this is what is being done. If the report of the Commissioner, whom we presume the Government will send to Sydney, should prove

favourable, there is no reason why a trade profitable to both parties should not arise between the Dominion and this Colony.

We think Mr. Young has done really good work in bringing this subject before the merchants of the Colony.

Messrs. Dalgetty, Nicholls & Co., of this place, are reliable correspondents for Canadians to ship to, both as regards means and experience in business. Here and at Christchurch are excellent markets for all kinds of agricultural implements as well as for timber goods. The kind of timber wanted at Dunedin is:

CLEAR PINE—12 to 30 inches wide, $1\frac{1}{2}$ to 6 inches thick.

SHELVING—Principally 12 inches by 11 inches.

LUMBER—Tongued and grooved, 10 to 12 inches wide.

MAPLE—3, 4 and 6 inch planks, as wide as possible.

HICKORY— $1\frac{1}{2}$, 2, $2\frac{1}{2}$, 3 and 4 inch planks.

ASH— " " " " " "

BEACH—4 and 6 inch planks.

From a correspondence with the firm above-named, I believe that a large business with this part of New Zealand could be profitably carried on with Canada annually, which business would increase from year to year.

Desirous of making this Report as condensed as possible, I have omitted much that could have been said in reference to New Zealand, and especially Dunedin, which, from the liberality of its provisions for education and public institutions, is on the way of claiming for Southern New Zealand the title of the "Athens of the South," not only as to its fine climate, but as to its magnificent scenery all over the Islands. I cannot refrain from speaking of the hospitality of its inhabitants wherever I went, as well as the energetic action of the Governor, the Marquis of Normanby, and his Ministry, in furthering the object I had in view.

I left New Zealand for Melbourne on the 14th, a distance of over 1,100 miles, and touched at the "Bluffs," the out, or seaport of Invercarlrigg, a town of 2,634 inhabitants, both active places of business. In all of these towns I found my visit referred to with satisfaction, and the newspapers of each place had reproduced my views on trade. In this way much good has

been effected, if it can be followed up with judgment and perseverance. There is no reason whatever why Canada cannot sell a large part of the articles imported into New Zealand from the United States, and share that trade, at least, with our neighbour.

I arrived at Melbourne, Australia, on the 20th March. Neither the "Ocean Gem" nor "Escort" had yet arrived. I therefore decided to go over to Tasmania; but before doing so I delivered letters from Your Excellency to Governor Bowen, who was extremely kind, as were the members of his Ministry, giving me authority to obtain, at the Public Departments, all the information I wanted.

I left Melbourne on the 23rd and arrived at Launceton, Tasmania, on the 24th. The whole population of Tasmania in 1875 was 113,000. Launceton is a flourishing place of business, and has a population of 12,000. It is connected with Hobart-town, the capital of the Colony, by railway, a distance of 133 miles. The gauge is 3 feet 6 inches.

The Island is well watered, abounding in rivers and rivulets. The climate is very delightful, neither too hot nor too cold. The mean temperature for the year is 54°. I travelled by land from Launceton to Hobart-town. The surface of the country is uneven, and it presents every variety of scenery—the snow-capped mountain, the wild shore, the green valley, and a rich agricultural country. Fruits of all kinds grow luxuriantly, and fruit-preserving forms an important branch of industry. The export of jams and preserved fruit in 1875 amounted to 2,851,880 pounds, valued at £75,589. Green fruit was exported to the extent of 159,224 bushels, but the duties exacted in the other Colonies on these and other productions injure the trade of Tasmania. Gold, coal, iron, copper and lead are all found in Tasmania. The deposits of coal are very extensive, while tin ore has been discovered in large quantities in the north-east part of the Island, and is being extensively worked. The value of exports in 1875 was £1,085,976, and of the imports £1,185,942. The exports of wool alone in 1875 amounted to £433,540. Wool is the principal product. Hobart-town, the capital, is finely

situated on the River Derwent, about twelve miles from its mouth. It has a good sheltered harbour, of easy access, ample wharves, and a depth of water for vessels of the largest tonnage. The population is about 22,000. The Parliament House and other public buildings are all in good taste, and built of a fine white freestone.

There has never been any direct trade between Tasmania and Canada. Anything Canadian comes through the United States, especially pine lumber. An idea of the trade of Hobart-town with the United States will be obtained by the following manifest of a cargo received there last September by the ship "Carlota," of 310 tons, from New York:—

45 boxes Axes.
 200 cases Chairs.
 10 cases Handles.
 20 do. do.
 23 do. do.
 250 boxes Starch.
 314 Oars.
 1,344 cases Kerosene Oil.
 15 cases Glassware.
 200 cases Glassware.
 500 kegs Nails.
 150 cases Turpentine.
 5,250 pieces Lumber.
 631 packages Woodenware.
 206 packages (Nests of Tubs).
 200 pieces Hickory Plank.
 65 pieces White Pine Plank.
 216 Doors.
 5 packages Sashes.
 250 barrels Rosin.
 118 packages Furniture.

There is a good demand for timber and pine in Tasmania, and a dealer at Hobart-town informed me that such sizes as the following would sell readily:

CLEAR PINE—12 to 30 inches wide, 1½ to 6 inches thick.

SHELVING—Principally 12 inches wide; small prop., 14 to 24.

LUMBER, T. & G.—10 and 12 inches wide.

MAPLE—3, 4, and 6 inch planks, as wide as possible.

HICKORY— } 1½, 2, 2½, 3 and 4 inch planks.
 ASH— }

BEACH—4 and 6 inch. planks.

PINE—3, 4, 5, and 6 inch, from 6 to 24 inches wide of good quality. Always commands a sale, as there is no duty.

There is duty on all lumber under 3 inches in thickness, at the rate of 4s. per 100 superficial feet.

TONGUED AND GROOVED PINE, in all lengths—½ and ¾ inches thick, 6 inches wide.

Such articles as the above could be sent to Dunedin or Hobart-town; say two cargoes each year to Dunedin, and one to Hobart-town to begin with. An assortment of agricultural implements, to which I shall afterwards refer, with buggies, waggons, &c., would find a ready sale and at paying prices, if shipped from the St. Lawrence at a reasonable rate of freight.

Governor Weld and all the members of the Ministry were very attentive, and gave me every assistance I required. I left Hobart-town on the 26th for Launceton, where I took a steamer on the 27th, and reached Melbourne on the 29th. The "Ocean Gem," from Montreal, had arrived two weeks before. Part of her cargo was for Melbourne, and the remainder were the exhibits for Sydney. She was detained at the former port unnecessarily, as many of the Melbourne goods being placed in the bottom of the ship, it was necessary to discharge most of the Sydney goods and reload them. I left Melbourne on the 29th, and arrived at Sydney on the 31st March. The "Escort" and "Gem" came in respectively on the 1st and 2nd April, and began discharging on the 3rd. Mr. Fleming, my assistant from Ontario, had arrived several days before. The harbour where the ships lay was about two and a-half miles from the Exhibition Buildings, and the goods had to be carted. The Exhibition was to open on the 10th, or in seven days time; hence it was necessary to push forward the unloading and drayage of the cargoes. In doing this and opening up the cases in a limited space, and placing the goods in position for exhibition, work had to be done late and early. Mr. Fleming was unceasing in his efforts to open up and place the goods, and to make up for the late arrival of the vessels. Assistants were engaged; but in the absence of Mr. Brown,

who had a knowledge of the articles shipped at New York and Montreal, our difficulties were much increased.

An annexe had been constructed on one side of the main building for the use of the Canadian and United States exhibits. In this space counters and shelves were placed, so that by the 10th of April, the day of opening, we, by dint of energy and perseverance, made a very good show. The agricultural implements, machinery, &c., were arranged in the space outside, and advantageously exhibited. On the 9th Mr. Brown arrived, bringing me a copy of a letter to him from the Department of Agriculture, by which I was to be governed. The letter said :

"You are to render assistance for promoting the object of the Exhibition at Sydney, for a period which shall include the whole term of the Exhibition; also, that ten days before and ten days after, within, however, in such limited latitude as understood in your conversation with the Honourable Mr. Burpee, the acting Minister of Agriculture, as may be necessary to enable you to look after your own business, in so far as this relates to opening trade relations between Sydney and Canada."

The Sydney *Herald* of the 12th April gives the following description of the opening of the Exhibition :—

The Exhibition was opened on Tuesday with great *clat*. The committee, the stewards, and the secretary had been at work all night, and so had many of the exhibitors, and the result of their exertions was that the Exhibition presented a more creditable appearance than could have been anticipated from the condition it was in only a few days ago. The place began to be tolerably well filled at an early hour in the morning, by the exhibitors, the members of the Association, and their friends who had the privilege of entering after 10 o'clock. Before noon, when the public were admitted, it is estimated there were fully 4,000 persons in the main building, besides a large number in the large annexe, and about the grounds.

His Excellency Sir Hercules Robinson, accompanied by Lady Robinson, Captain and Mrs. St. John, Miss Robinson, and the Hon. Hely-Hutchinson, arrived punctually at 12 o'clock, and were met at the entrance by the Secretary to the Association, (Mr. Jules Joubert,) and several members of the Executive Committee, among whom were Messrs. W. Wallis, J. Alger, J. J. Calvert, G. K. Mann, E. L. Montefiore, and P. N. Trebeck. The vice-regal party were conducted through the building, upstairs to the space at the northern end of the gallery devoted to the exhibits of Messrs. Farmer & Co., which had been arranged specially for their reception. This place had been selected in lieu of the dais beneath, in order that the general public might have a better view of the opening ceremony.

Mr. W. WALLIS (Chairman of the Executive Committee) in the name of the Association, bade His Excellency welcome, and presented Sir Hercules and his suite with copies of the catalogue. He then requested His Excellency to declare the Exhibition open.

Sir HERCULES ROBINSON said—"It gives me great pleasure to co-operate with the Agricultural Society of New South Wales in the inauguration of the Sydney Intercolonial Exhibition of 1877. The chief new feature in this year's exhibition is the very complete collection of exhibits from the Dominion of Canada, illustrating the productive industry of that great Colony in all its branches. The specimens of labour-saving machinery from the United States of America are also of a novel character, and can scarcely fail to prove both interesting and useful in a country where resources abound on every side, needing only labour for their development. The Government of Canada has deputed a special Commissioner to make known to us the capabilities of the Dominion, and to furnish a report on the wealth and progress of New South Wales. The Governments of the neighbouring Colonies of Queensland and Tasmania have also accredited to us Commissioners for a like purpose. On behalf of New South Wales, I desire to offer to these gentlemen a hearty welcome, and to express a hope that their visit may prove agreeable to themselves, and may have the effect of promoting the growth of commercial exchanges between their respective Colonies and our own. Judging from the number and variety of the entries generally, the present Exhibition promises to be the largest and most interesting ever yet held in Sydney; and I, therefore, cordially congratulate the Council of the Agricultural Society on the large measure of success which has attended their praiseworthy efforts. I now declare the Sydney Intercolonial Exhibition of 1877 to be duly opened."

Cheers were then given for the Queen and for His Excellency, and the vice-regal party proceeded to inspect the various exhibits.

The scene presented from the galleries of the main building at the time of the opening ceremony was one of a most animated character, what with the throngs of visitors, the admirably displayed exhibits, and the tasteful decorations, for which last much credit is due to Mr. Torming, who has had entire control of this department. Although a spacious annexe has been erected along the whole length of the building, in which the Canadian and American products were displayed, there was still very little room left to move about, especially in the afternoon, by which time the crowd of visitors was very great. The inconvenience was particularly felt in the galleries, where there are many objects of interest, but which it was scarcely possible to inspect, owing to the number of people moving about in all directions. It was suggested that an improvement might be made by removing some of the larger exhibits hence to the ground floor; but then the question arises whether the inconvenience of being crowded would not be equally felt down below. These exhibitions are becoming so popular, and are so well patronised, both by exhibitors and by the public, that it is evident the Association will soon have to provide more space for the accommodation of both.

A visitor on entering the grounds is struck in the first place by the variety and abundance of the exhibits in agricultural implements and machinery, including reaping and threshing machines, mowing machines, horse rakes, ploughs, hoes, cultivators, barrows, rollers, portable engines, chaff-cutters, seed-sowing machines, dairy utensils, wool presses, windmills and other apparatus for raising water pumps and rams of every description, and a bewildering variety of ingenious labour-saving machines. Many of these were shown at work, and they excited great interest and

admiration. Near the entrance there is a sample of a wooden house, containing two rooms, exhibited by Messrs. Hudson Brothers. This little structure is at once neat, commodious and portable; and, as it can be sold for about £90, it will doubtless be looked upon by many a visitor from the country as a great improvement upon the bark huts in which many free-selectors and small farmers reside. The exhibit in question, however, is being utilized at present for a very different purpose. One of its rooms is devoted to the use of the judges and stewards; and the other is set apart for the accommodation of the press. This supplies a want that has long been felt in connection with these exhibitions, and is a convenience the value of which can scarcely be overstated.

On approaching the main building we notice that a temporary porch has been erected, over a flooring of Shepherd's patent asphalt pavement. Immediately within the entrance is a trophy of plate glass, shown by Mr. J. C. Goodwin, of Abercrombie-street, silvered by himself, and said to be the largest sheets of glass ever silvered in the Colony. Perhaps the most striking objects in the main building are the floral and horticultural exhibits, arranged on lofty stands along the centre of the building. To the right on entering are the wools, including all varieties, and from all parts of this Colony, as well as from New Zealand, South America and Tasmania. To the left are the minerals, a magnificent collection of which is shown by the Mining Department of New South Wales, including specimens of all the various mineral ores found in the Colony; there are also several fine trophies of copper and tin. In farm produce there is a good display of cereals and grain, and also tempting vegetables. By a very good arrangement the products of the various parts of the Colony were displayed separately, so that a comparison could be drawn between the productions of the north, west, and south respectively. Another portion of the Exhibition that excited much interest was the intercolonial exhibits, from Queensland and Tasmania, which though not very numerous were in many respects highly meritorious. The mineral productions of the last-named Colony are very complete and interesting. Victoria and South Australia, as Colonies, are conspicuous by their absence from the Exhibition. In the galleries the Fine Arts Department is, perhaps, the chief attraction. The pictures are fewer in number than we have seen on former occasions, but the committee have wisely exercised their discretion in rejecting many that were offered which did not possess sufficient merit. The show of photographs is very good, evincing the fact that this branch of art has been cultivated here with good effect. The Japanese court, at the southern end of the galleries, is an exhibition in itself, and would repay a careful inspection. Furniture is well represented, and so are the various articles classed under the head of apparatus and application of liberal arts, including paper, pens, pencils, printing, and samples of book-binding. Musical instruments are also shown in great variety. In clothing and textile fabrics, boots and shoes, &c., the exhibits are many and attractive. Carriages and materials appertaining to vehicles are extensively shown. There is also a good display of tools of all descriptions, and in saddlery the present Exhibition is not behind any of its predecessors. Various articles of food—fresh, preserved, or in various states of preservation—form an interesting section of the show, proving that much has been done by the Colony in the production of these articles, though no doubt very much remains yet to be accomplished.

The Canadian and American courts in the annexe, as we have already explained, are as yet in an incomplete state, though there is already a good display, and the visitor will here find very much to reward his inspection, and it is very probable that our mechanics will be able to take many a useful hint from what they will find in this department. The show of carriages is particularly good, and the tools and implements—in which our American cousins especially excel—will be found worthy of careful examination.

The arrangements made by the committee to ensure the comfort of visitors deserve a word of praise. The Commissariat Department, under Messrs. Compagnoni & Co. and Mr. Camb, appeared to give every satisfaction. While on this topic we may mention that the Fresh Food and Ice Company not only exhibit their apparatus for cooling and preserving milk, but they were also dispensing cooling draughts of iced milk to the public, and appeared to have a large sale. In the grounds there were various extraneous amusements provided for the juvenile visitors, particularly a Merry-go-round, and a Punch and Judy show, which seemed to be well patronised. The Inspector-General of Police, Mr. Superintendent Read, and Mr. Sub-Inspector Rush, with a body of about 30 police, were on the ground. There were also several members of the detective force present; but the usual good order of the Sydney public left very little for these officials to do.

In the evening the gates were opened at 7 o'clock, when, in addition to the exhibits, there was the attraction of the performance of Dr. Sylvester, including some of his astonishing feats of legerdemain, the enchanted lady, and the beautiful prismatic fountain. There was also some singing and instrumental music by the Artillery Band, who were present throughout the day.

The attendance, we are informed, was as follows:—In the day, 9,425; and in the evening, over 5,000; making a total of nearly 15,000 persons in all, without counting members of the association, exhibitors, and others who had the right of *entree* without passing through the turn-tables.

In the above remarks we have endeavoured to give a general idea of the merits of the present exhibition. As we have said, the arrangement of the exhibits at the time of opening was not completed; and it was impossible, therefore, to obtain detailed reports of the exhibits in the various sections. In justice to the exhibitors, as well as to the public, fuller particulars are reserved for our next issue.

The printed copy or catalogue of the Canadian exhibits was as follows:—

1—Wm. A. Gerolaney, Owen Sound, O.

1 Fanning mill, complete.

2—J. Harris & Co., St. John, N.B.

1 Shingle machine.

1 Mowing machine.

1 Wheel rake, with improved horse dump.

1 Hay cutter.

2 Ploughs.

1 Potato digger.

- 3—Annett & O'Connor, Montreal, P.Q.
1 Common sense feed cutter.
- 4—A. Harris, Son & Co., Brantford, O.
1 Mower and reaper.
- 5—Sharman & Foster, Stratford, O.
1 Giant thrasher and separator, complete, 1st Prize.
1 Combined mower and reaper.
- 6—Cameron & Co., Galt, O.
1 Tenoning machine, 2nd Prize.
1 Revolving bed planer, 1st Prize.
- 7—Acton Plough Co., Acton, O.
1 Single frame wrought iron plough.
- 8—Geo. Fleming & Son, St. John, N.B.
1 Oscillating steam-engine.
- 9—John Watson, Ayr, O.
1 Horse power, 2 root cutters and pulpers.
1 Grain drill, 2 straw cutters.
1 Field roller, 2 grain choppers.
1 Gang plough, 1 corn sheller.
1 Turnip drill, 1 hand straw cutter.
1 Sowing plough, 1 sub-soil plough.
1 Jack.
- 10—John Abell, Woodbridge, O.
1 10-H.P. portable engine.
1 10-H.P. thrasher and separator, with straw carriers, and mounted on trucks.
1 10-H.P. patent short port balance valve engine on wheels, complete.
1 Circular saw attachment.
1 36-inch Sampson Turbine water wheel, with patent gates outside flume.
1 Johnston self-rake reaper.
1 Woods do. do.
1 Dodge combined self-rake reaper and mower.
1 Sulky hay rake.
- 11—Munro & Hogan, Seaforth, O.
1 Iron plough with wooden handles.
- 12—Charles Duperon, Stratford, O.
1 Duperon improved harrow.
- 13—Massey Manufacturing Co., Newcastle, O.
1 Mowing machine.
1 Horse rake, 1st Prize.
1 Grain crusher.

- 14—Thos. Richardson, Fergus, O.
1 Gang plough.
- 15—Rowland Dennis, London, O.
1 Potato digger.
- 16—P. M. Bawtonheimer, Hamilton, O.
1 Potato digger.
- 17—Haggart Bros., Brampton, O.*
1 10-H.P. thrasher and separator, straw carrier, &c., complete, on wheels.
1 Brampton Royce reaping machine.
- 18—David Maxwell, Paris, O.
1 Power straw cutter, Special Prize.
1 Hand do. do. 1st Prize.
1 Power or hand root cutter.
1 Power or hand root pulper.
1 Grinder, complete.
1 Horse power.
1 Iron crusher, 1 iron jack.
- 19—Jones and Burland, Montreal, P.Q.
2 Sets railway springs.
- 20—John McDougall & Co., Montreal, P.Q.
1 Car wheel for railway cars.
- 21—Whitney & Morton, Toronto, O.
2 Car coopers (Lappins' patent.)
- 22—Green Bros., Waterford, O.
2 Single reapers.
- 23—Forsyth & Co., Dundas, O.
1 Combined mower and reaper.
- 24—Crawford & Co., London, O.
1 Combined IXL reaper and mower.
- 25—Frost & Wood, Smith's Falls, O.
1 Mower.
1 Combined mower and reaper.
1 Plough.
- 26—Manville & Brown, London, O.
1 Hand straw cutter, 1 bread cutter.
- 27—John Elliott, London, O.
1 Single meadow lark reaper.
1 Single do. do. mower.

* On "Boynton."—Should receive silver medal, as being of entirely new construction, and considered by U.S. judges as best thrasher yet invented.

- 28—L. D. Sawyer & Co., Hamilton, O.
1 Iron clad mower, with extras.
1 Canadian harvester, with extras.
- 29—The Wentworth Engine and Implement Co., Hamilton, O.
10 No. 8 combined mowers and reapers.
1 4-H.P. upright portable engine.
1 25-H.P. horizontal engine and steam pump.
1 Corn sheller.
1 No. 22 jointer plough.
1 One-horse cultivator.
- 30—Woods Lyons, Brantford, O.
1 Double-seated extra top phaeton carriage.
1 do. do. top phaeton buggy.
1 Open buggy.
- 31—Bruno Ledoux, Montreal, P.Q.
1 Carriage.
- 32—P. Gilles & Co., Galt, O.
1 Open buggy.
- 33—John Campbell, London, O.
1 Victoria Phaeton.
1 Single seat phaeton buggy.
1 Single box buggy.
- 34—Peter Adams, Paris, O.
1 Farmers' waggon, 1st Prize, and specially commended.
1 Democrat waggon.
- 35—William Young, Chatham, O.
1 Phaeton buggy.
1 Democrat waggon.
- 6—Willard Sage, London, O.
1 Family brett.
1 Democrat waggon.
- 37—Wallacetown Carriage Co., Wallacetown, O.
1 Two-horse carriage.
1 One-horse buggy.
- 38—G. S. Tiffany, London, O.
1 Brick machine, with tool box and cutting-table, complete.
- 39—Riley & May, Toronto, O.
1 Billiard table (Canadian pattern).
- 40—J. & J. Taylor, Toronto, O.
1 Fire-proof safe with patent lock.

- 41—E. & C. Gurney, Hamilton, O.
4 Stoves of various patterns.
- 42—McClary Manufacturing Co., London, O.
4 Stoves of various patterns.
- 43—Joseph Gould, Montreal, P.Q. (Smith Organ Co.)
2 Canadian organs.
- 44—Heintzman & Co., Toronto, O.
1 Piano, highly commended.
- 45—Dominion Organ Co., Bowmanville, O.
4 Organs.
- 46—Wm. Bell & Co., Guelph, O.
9 Organs.
- 47—George Moorehead Manufacturing Co., London, O.
1 Drawing-room suite (seven pieces.)
1 Parlor suite in hair-cloth.
1 Cylinder secretary, 1 davenport.
1 Dressing-case bedroom suite (marble tops.)
1 Bureau bedroom suite (marble tops.)
1 Walnut-top square centre table.
1 Sideboard.
- 48—Upper Canada Furniture Co., Bowmanville, O.
1 Walnut etagere.
1 Walnut drawing-room suite (seven pieces.)
1 Carriage rug.
26 Chairs in various styles.
- 49—Guelph Sewing Machine Co., Guelph O.
7 Sewing machines in various styles.
- 50—G. W. Williams Manufacturing Co., Montreal, P.Q.
21 Sewing machines, various styles.
- 51—Gardner Sewing Machine Co., Hamilton, O.
6 Sewing machines.
- 52—Canada Sewing Machine Co., Hamilton, O.
8 Sewing machines.
- 53—Wanzer Sewing Machine Co., Hamilton, O.
Sewing machines.
- 54—A. C. Attwood, Vanneck, O.
1 Bee hive and honey extractor.

* This prize was awarded for chairs in competition with those exhibited from the United States.

- 55—D. Herald, Gores Landing, O.
2 Canoes and paddles.
- 56—Wm. English, Peterboro', O.
1 Double hunting canoe and paddles.—Did not arrive.
- 57—J. Lapierre, Isle D'Orleans, P.Q.
1 Sail boat and 1 row boat.
- 58—H. T. Smith, Toronto, O.—
1 Soda water fountain and various styles of silver-plated and brass goods,
and plumbers' fixings.
Sample soda water machinery for manufacturing purposes.
1 Pipe cutting and threading machine.
1 Patent bottling machine and stopper.
- 59—Toronto Car Wheel Co., Toronto, O.
2 Pairs street railway wheels and axles.
2 Pairs 3 ft. 6 in. gauge railway wheels and axles.
- 60—Charles Wilson, Toronto, O.
1 Wire stand, with samples ginger ale.
- 61—Ontario Lithographic Stone Co., Toronto, O.
Samples lithographic stone.
- 62—Wm. Kelly, Belleville, O.
Lithographic stone.
- 63—Wilson Gilmour Co., St. John, N.B.
6 Marble mantles in various styles.
- 64—J. Hourigan, Dundas, O.
Samples of various styles of axes.
- 65—Welland Vale Manufacturing Co., St. Catharines, O.
An assortment of axes, hay forks, manure forks, garden and field hoes, weed
cutters, garden rakes, &c., &c.
- 66—James Warnoe & Co., Galt, O.
An assortment of edge tools, consisting of chopping axes, lath hatchets,
carpenters' adzes, chisels, drawing knives, hammers, &c., &c.
- 67—J. C. Small, Chatham, O.
2 Wooden pumps, barrel shooks.
- 68—J. H. Bartlett & Co., Toronto.
An assortment of wooden handles for every description of tools.
- 69—Dexter Whitwam & Co., St. Thomas, O.
An assortment of wooden handles.
- 70—Thomas Moore, Cooksville, O.
An assortment of wooden handles.

- 71—Robert Scott, Galt, O.
An assortment of materials used in carriage making, rims, spokes, hubs
&c., &c.
- 72—Thomas Scott Elliott, Guelph, O.
1 Washing machine, with wringer attached.
- 73—Hamilton Manufacturing Co., Hamilton, O.
1 Clothes wringer, (Page's patent.)
- 74—E. R. Shorey, Napanee, O.
1 Royal Canadian clothes wringer.
- 75—Morrison, Bros. & Co., Hamilton, O.
6 Walker's patent washing machines.
6 Prize wringers.
3 Folding washing machines.
- 76—G. B. Hall, Quebec, P.Q.
4 Deals and nest of tubs.
- 77—Hugh Sells, Vienna, O.
4 Cider mills and presses.
- 78—John Beard, Woodstock, O.
An assortment of woodenware.
- 79—H. Bulmer, Jun., Montreal, P.Q.
6,000 feet pine flooring.
- 80—Gananoque Spring Manufacturing Co., Gananoque, O.
An assortment of carriage springs.
- 81—Alexr. Mitchell, Mitchell, O.
Barrel heading and staves.
- 82—W. P. Howland & Son, Toronto, O.
An assortment of edge tools and hardware, carpenters' and coopers' adzes and
hatches, hammers, &c., &c.
- 83—D. F. Jones & Co., Gananoque, O.
An assortment of shovels.
- 84—Robert & Dayer, Oakville, O.
9 Spout pumps of various sizes.
2 force pumps.
- 85—R. Hay & Co., Toronto, O.
1 Victoria drawing-room suite in crimson satin, padded with green, inlaid
and gilt.
1 Inlaid cabinet, 1 engraved and gilt centre-table.
1 Sideboard, 1 extension dining-table.
1 Table leaf-case.

- 10 Dining chairs in maroon morocco, 2 arm-chairs to match.
 - 1 Marble-top dressing, 1 marble-top wash-stand.
 - 3 Bedroom and 1 lady's easy chairs in cretonne.
 - 1 Handsome bedroom table, 8 chairs in various styles.
- 86—S. J. Moors, Hamilton, O.*
 - An assortment of tinsmiths' tools.
- 87—J. L. Rawbone, Toronto, O.
 - 1 Pair double-muzzle loading guns in case.
 - 2 Rifles, and a general assortment of sportsmen's requirements and gunsmiths' goods.
- 88—Charles Boeckh, Toronto, O.
 - An assortment of brushes for painters' and domestic uses.
- 89—James Newton, Limehouse, O.
 - 7 Barrels paints of various colours.
- 90—John Boyd, Montreal, P.Q.
 - An assortment of brushes for painters' and domestic uses.
- 91—John Holland & Co., Fergus, O.
 - 5 Hogheads ale.
- 92—Michel Lefebvre, Montreal, P.Q.
 - 1 Keg vinegar.
- 93—Jacob Scales, Toronto, O.
 - 4 Packages of tobacco.
- 94—Hamilton Clock Co., Hamilton, O.
 - 2 Clocks without weights.
- 95—King & Brown, Toronto, O.
 - An assortment of boots and shoes.
- 96—John Leitch & Sons, Hamilton, O.
 - A case of patent peg floats.
- 97—Dominion Leather Board Co., Montreal, P.Q.
 - 8 Sheets leather board.
- 98—R. Malcolm, Toronto, O.
 - An assortment of postal mail-bags such as used in Canada.
- 99—Wells & Co., Toronto, O.
 - 50 Dozen excelsior window-blind fasteners.
- 100—James Brown, Toronto, O.
 - 3 Map stands and illustrations (nickel plate.)
 - 5 do. do. do. (brass.)
 - 1 do. do. do. (iron.)
 - 1 Nickel plate-rack, and 1 brass rack for stands.

* These machines were of entirely a new construction and very much admired.

- 101—Walker & Miles, Toronto, O.
A collection of maps, atlases, &c., &c.
- 102—A. J. Ulley, Montreal, P.Q.
An assortment of brushes for manufacturers, painters, and domestic uses.
- 103—McMurray & Fuller, Toronto, O.
An assortment of wooden ware.
- 104—Hugh Miller & Co., Toronto, O.
2 Cases Yorkshire cattle feeder.
1 Case Miller's tick destroyer.
1 Case Miller's prepared glycerine.
- 105—J. H. Stone & Co., Hamilton, O.
An assortment of lanterns.
- 106—Wm. Rennie, Toronto, O.
104 Bottles of seeds. Did not arrive.
- 107—Catelli Freres, Montreal, P.Q.
An assortment of macaroni vermicelli.
- 108—Gray, Young & Sparkling, Seaforth, O.
Samples of table, fine and coarse salt.
- 109—John Ritchie & Sons, Toronto, O.
An assortment of brassfounders' goods, panel bank rail, name plate, pulpit lights, gauges, oil-cups and cocks, steam whistles and valves, counter-pumps, &c., &c.
- 110—H. A. Nelson & Sons, Toronto, O.
An assortment of brooms, whisks, and brushes, in various styles.
- 111—J. M. Williams & Co., Hamilton, O.
An assortment of tinware.
- 112—McRae & Co., Guelph, O.
An assortment of woollen goods, hose, under-shirts, &c.
- 113—Bryce, McMurrich, & Co., Toronto, O.
An assortment of Canadian tweeds.
- 114—Oxford Manufacturing Co., Oxford, N.S.
An assortment of Canadian tweeds, &c., &c.
- 115—John Baird & Co., Almonte, O.
An assortment of Canadian tweeds and flannels.
- 116—Dundas Cotton Mills Co., Dundas, O.
An assortment of cotton shirtings, sheetings, yarns, bags, &c., &c., highly commended.

- 117—Dartmouth Ropework Co., Halifax, N.S.
35 Coils rope, various sizes,
12 Bundles oakum, various sorts.
- 118—James Smart, Brockville, O.
An assortment of hardware.
Door latches, door and drawer pulls.
Brass hall and wardrobe hooks.
Bird cage, chandelier, chest handles.
Chair bolts, paper files, clips and weights.
Pen racks, shelf brackets, copying press.
Door knockers, hinges, latches, pulleys.
Twine boxes, foot scrapers, match safes.
Boot jacks, sad irons, tobacco cutters.
Boring machine, morticing machine.
Brace drill, blacksmiths' drill, drilling machine, &c., &c.
- 119—Cochrane, Cassils & Co., Montreal, P.Q.
An assortment of boots and shoes.
- 120—Slater & Perry, Montreal, P.Q.
An assortment of boots and shoes.
- 121—John Labatt, London, O.
Barrels of ale and porter in casks and bottles.
- 122—J. B. Armstrong, Guelph, O.
2 Buggies,
- 123—Thomson & Williams, Stratford, O.
Reaper, and other agricultural implements.
- 124—Noxon Bros., Ingersoll, O.
Reapers, and other agricultural implements.
- 125—H. Shorey & Co., Montreal, P.Q.
An assortment of clothing.
- 126—James Reid, Hamilton, O.
Bedroom suite in ash and maple.
- 127—Burlington Glass Co., Hamilton, O.
An assortment of glassware.
Lamp chimnies, &c., &c.
- 128—Benjamin Walton, Toronto, O.
Case roofing slates from Melbourne quarries, Canada.
- 129—New Rockland Slate Co., Richmond, P.Q.
Roofing slates.
- 130—Peck, Benny & Co., Montreal, P.Q.
Nails of various sorts.

- 131—De Castro Cooperage Co., Montreal, P.Q.
Barrels, staves and headings.
- 132—A. & C. J. Hope & Co., Montreal, P.Q.
Burrell's axes of various sizes.
- 133—Wm. Hearn, Ottawa, O.
One case catapults.
- 134—Perley & Patee, Ottawa, O.
Lumber, laths, &c.
- 135—Hon. James Skead, Ottawa, O.
Lumber, laths, pickets and palings.
- 136—Elora Agricultural Machinery Co., Elora, O.
One Plough.
- 137—B. E. Charlton, Hamilton, O.
Jar Vinegar.
- 138—Lesser & Jacobs, Montreal, P.Q.
One case cigars.
- 139—H. Whiteside & Co., Montreal, P.Q.
Two spring beds.
- 140—H. R. Ives & Co., Montreal, P.Q.
Photograph of hardware goods.
- 141—John A Converse, Montreal, P.Q.
Barrel Plaster of Paris.
- 142—Miss Barnum, Ottawa, O.
Lace.
- 143—John Hall & Co., Brockville, O.
Gloves.
- 144—W. Wilson, Richmond Hill, O.
Fanning mills.
- 145—Wm. Notman, Montreal.
Photographs. Silver medal recommended.
- 146—McColl Bros., London.
Seeds.
- 147—Muirhead & Gray, London.
Oatmeal.

I was invited in Sydney to a public banquet given in honour of Mr. Augustus Morris and Mr. Charles Robinson, Commissioners to the Philadelphia Exhibition, in recognition of their

services there on behalf of New South Wales. The dinner was served in the Canadian Annex, Exhibition Building, and was numerously attended. I have thought it best to preserve extracts of the proceedings of the meeting, in consequence of the reference made by several speakers to Canada, and to the evident feeling of pleasure expressed that Canada had sent a representative to their Exhibition,—all of which will be found in Appendix.

It, perhaps, may be objected that I have quoted these reports and remarks of the press at unusual length, but on mature deliberation, I have become convinced that in no other way could I lay before Your Excellency so truthful an account of the sentiments and views of the people of Australia and New Zealand, on the important subject of extending the intercourse and trade of these prosperous possessions of the British Crown with this country.

It is for kindred reasons that I may elsewhere in this report refer to matters which may not be within the strict text of my instructions, such as the best means of communication over Canadian territory with the Australian Colonies, their railways, harbours and other indications of progress, and even to a few subjects of legislation and government, which should not be undeserving of consideration by our Legislators and rulers.

Several agricultural implements and other machinery were short shipped by the "Escort" and were forwarded by the "Boynton," but arrived too late for the Exhibition. Many of the goods shipped at New York from the Philadelphia Exhibition were quite unsuitable for Australia, and the same may be said of some of those shipped at Montreal in the "Ocean Gem." During the Exhibition a large number of the agricultural implements were sold, as well as nearly all the waggons and buggies, by private sale. From the 31st April, and for four days after, rain fell incessantly. The roof of the building called the Canadian Annex was found to be defective, and notwithstanding every effort to protect the exhibits, a large number of them received very great damage, and we had to part with them by auction at a heavy sacrifice.

No trade can be done in boots and shoes, except in women's and children's.

The brushes sent were too good and too high in price to compete successfully with English makers. Edge tools of all kinds must be laid down lower in price before they can be sold in Sydney market, although they compare favourably with English and American tools in quality.

The following memorandums give some information in reference to the goods required, and also of some of these which were damaged by water:—

Green Brothers.

One of their machines was sent to Brisbane Exhibition.

Arnett & O'Connell.

Their feed cutter entirely too high-priced for this country; power cutters, with from two to four knives only, in demand; feed roller broke in transport.

I. J. Moore of Hamilton.

A trade can be done in New South Wales, and orders will be obtained.

McCrae & Co.

Hosiery; no trade can be done; undersold.

Thomas Moore, Cooksville.

Goods damaged by rain and sold at auction.

Oxford Manufacturing Company.

Tweeds damaged by rain and sold at auction.

J. L. Rawbone.

Case of gun materials; could not sell privately; sizes not suitable for this market; No. 12 only used; sold at auction. Guns same as sent here sold by auction for £8 and £10, in case, English make.

Lefebvre, Montreal.

Keg 10 gallons vinegar sold at 21s.

R. Scott, Galt.

Hubs and spokes; a good market.

Slater & Perry.

Shoes all damaged by water, and sold at auction.

John J. Gartshore.

Their wheels are suitable, and orders will be got; unfortunately, the wheels sent are 3 feet 6; the guage here is 4 feet 8½ inch.

Walker & Mills.

Maps got damaged by water. No one seemed disposed to give price for atlas. Mucilage, ash tables and ironing did not arrive in time; sent them to Brisbane Exhibition. Think orders will be got in Sydney.

Wells & Co., Toronto.

Window blind fasteners damaged by water; sold at auction.

Charles Wilson, Toronto.

Ginger ale. A large trade can be done. Took first prize. Contents of barrel given away during Exhibition. Sold wine stand 30s.

Lesser & Jacobs, Montreal.

Cigars will sell here; will get an order.

Dundas Jotton Mill.

Goods damaged by water and sold at auction; not at all suitable; were sold at a great sacrifice.

Dartmouth Rope Works.

Cannot compete with Colonial make. Sold at auction and brought market price here.

Dominion Leather Company, Montreal.

Leather damaged by water and sold at auction. Cannot compete here.

L. D. Sawyer & Co., Hamilton.

H. P. Welsh & Co. will not take your machines. Sent them to agent in Bathurst, N.S.W., for sale.

Catelli Freres, Montreal.

Goods all damaged by water and sold at auction. Market not very good in this line, but a considerable quantity consumed. Orders will be obtained for these goods.

B. E. Charlton, Hamilton.

Bottle containing vinegar broke on arrival. No market in Sydney yet.

Cameron & Co., Galt.

Shipping farming machine to Brisbane. Fay & Co., of Cincinnati, through their agents, McGregor & Co., of San Francisco, are glutting the market. Good working machines are selling, delivered in Sydney, at £80, although a size smaller than these are taken in preference, as it is claimed such do the same work. These will sell in New Zealand.

John Leitch & Co., Hamilton.

No market for floats; sold at auction.

Bryce, Murrich & Co., Hamilton.

Tweeds damaged by water; could not get a higher bid than 1s. 6d.; withdrew them and sold for 2s. 6d. Colonial tweeds are now sold from 2s. 6d. to 3s. 6d.

John Boyd, Montreal.

Damaged by water and sold at auction.

Hugh Miller & Co.

Tick destroyer for sheep; not wanted here. Large owners of sheep have not time to use such a thing.

Charles Brockel, Toronto.

Brushes too high priced for this market; must make cheaper quality and of good appearance to compete with English. Damaged by water during Exhibition, and sold at auction.

A. J. Nully, Montreal.

Cannot compete with English. Damaged by water and sold at auction.

Upper Canada Furniture Co., Bowmanville.

Furniture too good for Sydney market. Something got up cheap, of good appearance, will sell at a profit. Still on hand. Did not get a bid at auction.

Importers in Australia will be slow to change the markets they now import from, unless they can be made to see that there is an advantage to them in doing so. The competition will, no doubt, be severe both with English and American goods; but, from all I have seen, I believe success will be the result to Canada. Up to this time, any Canadian goods shipped to Australia have principally been sent inland from the Canadian manufacturer, and shipped from ports in the United States, through American agents, and to American agents in Australia; all are deemed American, and Canadian manufactures are almost unknown. This is especially the case with timber and wooden goods, lumber, &c. Canada exported last year to the United States, from Ontario and Quebec, upwards of 800,000,000 feet of lumber. Now, nearly every vessel sailing for the Australias from the United States takes a part of her cargo in lumber, most of which is called American, but much of it is Canadian.

I therefore think it important that all goods, manufactures, fish, oil, lumber, &c., should be shipped from ports on the St. Lawrence by Canadian merchants and to Canadian Consignees in Australia; and not from the United States, unless it is found cheaper to do so. Lines of sailing vessels depart regularly and at stated times from Boston and New York to ports in the various Colonies of Australia, and thus a regular trade between

the United States and Australia has been established and now exists.

Sometimes those vessels return with full cargoes to the United States, and these are on the increase. In Australia, tonnage is always in demand for London and Europe. Similar lines of vessels, not extensive at first, may be established to sail direct from the St. Lawrence, and upon which manufacturers and others can rely, and make their engagements for freight.

When it was decided last year that Canada should take part in the Exhibition at Sydney, say in November, it was difficult to get a ship to sail from Montreal, and a high price had to be paid for freight. The rate by the "Ocean Gem," was 50s. per ton measurement, while the rate by the regular ship "Escort," from New York, was only 35s.

By shipping direct from inland towns and cities in Ontario, or from Ottawa direct to Montreal, by steamer, the cost of freight would be greatly less than if the same goods were shipped inland by railway to New York, there to be shipped for Australia—the charges being less *via* Montreal. This difference, if taken from the rate at Montreal, would, with proper arrangements for freight in London and elsewhere, make Montreal as cheap, if not cheaper than New York. The distance, also, is 160 miles in favour of Montreal compared with New York, say from London, Ontario, or from Ottawa.

The difference in favour of the St. Lawrence would be still greater for all goods, lumber, &c., shipped and manufactured either in Montreal, or in any part of Quebec.

For carrying on this trade between Canada and Australia, some active and wealthy mercantile firm should be selected in Montreal or Quebec who would give the subject their particular attention, and who at all times would be prepared to make advances on manufactures or other goods. I have selected the names of firms in all the Colonies of Australia who would be prepared to keep up a correspondence with the firm or firms in Canada as to what goods were required, and upon whose statements in this respect and in their financial position the greatest reliance could be placed.

A part of some of the goods sent and shipped from New York, were sold by the manufacturers to Messrs Cameron & Co., and consigned to their agents in Sydney for sale; while a portion were consigned to my assistants, Messrs Fleming & Brown. A list is appended of the goods so disposed of before the "Escort" left New York. It would, however, have been better that no sales should have been made, as it created some difficulty to get the goods so sold, exhibited in the name of the manufacturer, instead of in the name of the party who purchased them.

After consultation with parties in Sydney, I concluded that if a vessel could be obtained to sail from Montreal this autumn, the following goods might be sent to Sydney, with a certainty of a sale.

- 100 Elliott's Meadow Lark single reapers.
- 30 do. do. do. mowers.
- 100 Crawford & Co's. L. C. L. combined reaper.
- 50 Horse Hay rakes, (Massey's.)
- 50 Maxwell power chaff cutters.
- 50 " two to four-horse powers.
- 200 Anderson's hand chaff cutters, from Maxwell & Brown.
- 10 Sherman & Foster Little Grant thrashers.
- 20 Foster & Wood mowers.
- 20 Peter Adam's 2-horse farm waggons.
- 10 Heavy teaming lorries (same as on G.T. and G.W.R.)
- 10 One-horse lorries.
- 25 One-horse delivery waggons (to open behind.)
- 25 John Campbell's Concord buggies.
- 10 Do. do. Doctor's phaeton.
- 10 Do. do. Victoria do.
- 10 Peter Gillies's buggies (varnished the same as sent here.)
- Carriage bent step, such as hubs, spokes, rams, &c., of the sizes from 1½ to 1¾. 400 or 500 set may be shipped; also, Elliptic and Concord springs, from 3 to 6 leap.
- 10 Armstrong Concord buggies, (same as sent here.)
- 10 Do. sheet iron body buggies.
- 4 Watson portable saw mills.
- 6 Turbine water wheels, not less than 35 in., sending full particulars as to power, &c.
- 6 Drilling machines, for drilling through sand rock or stone.
- 25 McClary stoves, (Empress) 10 of size smaller and 10 size larger than sent here, with reservoir and brass taps.

Brushes sent here, as already stated, are too expensive for this

market. Edge tools are also too high priced. Boots and shoes—men's wear can be supplied at about 4s., wholesale. Ladies' wear, of a cheaper line than those sent, having a fine appearance, would do. In tweeds and clothing nothing can be done, as the Colonial mills are beginning to equal our own. In organs there will be a good trade; twenty have been ordered from W. Bell & Co., Guelph, per first vessel sailing for Sydney from Montreal. In sawn lumber, doors, sashes, chairs and other wood goods, a large business can be done in New South Wales. This trade in lumber and timber is all important, because, while it can be put on board of ship at Montreal, Quebec, or other ports on the St. Lawrence, at the cheapest possible price, it will, from its bulk, always make up a part of the cargo, while the remaining space can be given to manufacturers, &c. I have obtained very full particulars of this trade from Messrs. Gemmel, Tuckett & Co., of Melbourne, which, in the main, corresponds with what the trade requires in Sydney and New South Wales. I shall, therefore, defer a reference to the various sizes of timber until I come to refer to the trade of Melbourne and Adelaide.

The following manifest of a cargo, shipped from Boston to Sydney last year, will give an idea of the character of the shipments from the United States, and enable parties interested to judge whether a portion of these goods could not be shipped from the St. Lawrence:—

- 50 packages Merchandise.
- 801 Doors.
- 16 bundles Sashes.
- 29 cases Carriages.
- 12,298 pieces Timber.
- 3 cases Merchandise.
- 1 bale Cloth.
- 516 Boards.
- 64 bundles Mouldings.
- 12 bundles Shafts.
- 12 cases Organs.
- 16 Wheels.
- 261 cases Chairs.
- 94 cases Chairs.
- 271 bundles Woodware.
- 500 cases Merchandise.

200 barrels Plaster.
6 Waggon and Poles.
666 pieces Lumber.
4,000 cases Kerosene Oil.
200 cases Spirits Turpentine.
214 " Clocks.

The Exhibition of horses, cattle and sheep at Sydney were much admired. Large sums are annually paid in England and Scotland by Australians for the best breeds of animals; and although I am not a good judge in such matters, yet it was acknowledged by parties lately from Canada, that our Exhibitions in this department were scarcely superior to the Sydney Exhibition. The latter was quite a success and, no doubt, our Canadian exhibits helped to this result. The whole number of visitors was greater than had ever before been present at any previous exhibition, as the following figures indicate:—

1869	37,380
1870	124,375
1871	31,000
1872	64,700
1873	66,020
1874	68,640
1875	93,700
1876	70,486
1877	131,186

The Exhibition Building of the Agricultural Association was built specially for its object—is very large, and finely situated in the Alfred Park, in which, also, there is ample space for exhibiting horses, cattle, sheep, swine, poultry, &c., &c.

I left Sydney on the 8th May for Brisbane, in Queensland, where I arrived on the 11th. A meeting of the Chamber of Commerce was called to enable me to explain to the mercantile community there the object of my mission. An account of this meeting appeared next day in the *Brisbane Courier* of the 15th of May. I received a very hearty welcome, and made a long statement of what my experience had been in the Colonies I had visited. Among other things, I said that Canada had so far done little to ship her own goods from her own ports to Australia. The Canadian manufacturer ought to be able to turn out his wares

as cheaply as in the United States, and as good in quality, for there is no want of capital, and nearly all raw materials entering into their production, were admitted free of duty, which is not the case in the States. "If, therefore," I remarked, "it is found we can give you as good an article, and as cheap, I am quite sure you will give us a preference. Canada is destined to become a large manufacturing country, especially Lower Canada, for there is not a river running from the north into the St. Lawrence that has not got its water power, while the long Canadian winters gave ample labour. From what I have already seen, I believe a trade will grow up between Canada and Australia; nor do I see any reason why a ship could not be sent this year from the St. Lawrence to Brisbane." The articles in the daily papers were complimentary as to the proceedings of the meeting, and expressed a belief that my prediction as to trade would be realized. The wish was heartily expressed by the press generally that my mission to the Colonies would prove successful, and the prospect of closer relations between Canada and Australia was hailed with satisfaction. A large trade is carried on between Brisbane and the United States. Four vessels arrived with cargoes from New York in 1875, three in 1876, and when I left two had arrived in 1877. An idea of this trade will be best given by the following manifest of one of these cargoes in a ship of 741 tons, but most of the vessels were of smaller tonnage, one being 167 tons, owned in Windsor, Nova Scotia :—

CARGO—

- 4,025 cases Kerosene Oil.
- 42 " Handles.
- 151 " Tools.
- 8 " Truck Stuffs.
- 4 casks Pumps.
- 4 cases Scales.
- 11 " Hardware.
- 4 " Forks.
- 5 bundles Buck Saws.
- 120 cases Clothes Pins.
- 59 doz. Washboards.
- 54 cases Tools.

12	cases	Woodware.
6	"	Hatchets.
4	bundles	Prong Hoes.
2	boxes	Picks.
2	cases	Mangles.
2	"	Swathes.
3	Racks	Churns.
34	cases	Shovels.
17	"	Clocks.
230	Doors.	
60	bundles	Windows.
420	cases	Chairs.
170	"	Oysters.
200	hf. brls.	Apples.
45	cases	Painkiller.
125	"	Woodware.
820	"	Sarsaparilla.
175	"	and tierces Tobacco.
42	"	Drugs.
300	barrels	Resin.
200	boxes	Corn Flour.
50	cases	Handled Axes.
10	"	Axe Handles.
25	"	Condensed Milk.
300	"	Lobsters.
75	bdles.	Rims.
17	"	Spokes.
25	"	Brooms.
21	cases	Agricultural Implements.
18	"	Poles, Sweeps, Eveners, Shafts and Bars.
21	pieces	Timber.

These figures give a general conception of the character of the imports from the United States to Queensland. It will be seen that lumber or wood goods are not largely imported, and it is doubted by dealers in Brisbane whether our soft pines would sell there. Samples of some of our agricultural implements have been sent on to Brisbane, to be shown at the Exhibition of Industry there in June. Our buggies and waggons will also meet a good sale in Queensland, and parties desiring to enquire about the Queensland markets will get every information from Messrs. Fenwick & Scott of Brisbane, who are not only highly responsible merchants, but understand the markets, and what is wanted. While in Queensland, I went inland in various directions, both

by rail and coach. The country is magnificent, and the future progress of Queensland must be rapid. There are vast deposits of coal, iron, copper, tin, gold, &c. The "Darling Downs," over which I travelled, is a grand agricultural and pastoral district, and although in a paper like this it is impossible to do more than glance at a few of the great advantages possessed by Queensland, yet it has seemed to me evident that the progress of the Colony in the future, must far exceed even its progress since it was erected into an independent Colony in 1859. One of the main elements required is labour; but a feeling exists against the employment of Chinese.

Brisbane had a population of 28,911 in 1876, which includes North and South Brisbane, Kangaroo Point and Fortitude Valley. There is ample accommodation for ships, but vessels drawing more than sixteen feet of water cannot come up to the city, owing to the bar at the mouth of the river. The channel, however, is being deepened, in which the plans of our dredges and mode of operation which I have sent, will, I think, assist. I will add other statistics in reference to Queensland in the Appendix.

I left Brisbane on the 17th May for Sydney, and arrived there on the 19th. Went by rail to Bathurst and saw a wonderful engineering work of ascending a mountain by a series of zig-zags. Visited other parts of the country, and was delighted with its scenery and capacity for improvement. Railways are rapidly extending, and as they are extended, the cost of the transport of wool, grain, &c., will be lessened from the interior, and a value given to outlying districts, which they cannot otherwise have. Before railways came to remove crops in favourable seasons, these crops have often been left unreaped in many districts of new countries. They had no value whatever from their abundance, and the want and dearth of transport; but, with the railway, towns and villages will spring up in all places adjacent to it.

Sydney harbour is acknowledged to be the best in Australia. The rise of Spring tides is six feet, and that of neap tides three feet. In the shallowest part of the entrance to the harbour the depth is

28 feet, and when in the harbour the beauty and splendour of the surrounding scenery is, I think, unequalled.

The merchants and citizens of Sydney did me the honour of inviting me, as representative of Canada, to a public banquet. This affair took place on the 29th of May. There were upwards of 140 persons present. The chair was occupied by Sir James Martin, Chief Justice, while the Hon. James Campbell, M.C.L., and Mr. T. S. Mort occupied the vice chairs. As the proceedings at the banquet were so complimentary to Canada, I have thought it well to place them in the Appendix, for they show the gratification of the people of Sydney towards the Government of Canada, in having sent a representative such a distance to be present with them at their Exhibition. In the *Sydney Morning Herald* of the 16th April, there is an article headed "Canada," giving a description of our exhibits, which will also be found in the Appendix.

I left Sydney on the 30th May by land for Melbourne, a distance by railway and coach of 560 miles, and reached Melbourne on the 1st June. I collected the information I desired as regards trade, for which I had arranged on my former visit. Soon after my arrival I was invited by a committee of the Melbourne Chamber of Commerce to a public banquet. I accepted the invitation with pleasure, as I knew it was given in honour of Canada. The banquet was largely attended by mercantile men, and Mr. W. Siddely, President of the Chamber of Commerce, occupied the chair. The proceedings will be interesting to the Canadian public; perhaps the more so, as the remarks of Sir C. Gavin Duffy about Protection and Free Trade, the proceedings of the meeting and Sir Gavin Duffy's reference to Mr. John Bright's views on Free Trade, drew a reply from the latter, all of which will be found in the Appendix, as well as Mr. Bright's letter and Sir Gavin's reply thereto.

It became evident to me that a large trade can be done between Canada and Victoria, in spite of the latter's high protective duty. I obtained from Messrs. Gemmill, Tuckett & Co. a carefully prepared paper as to the timber required for Victoria from Canada. This memorandum applies equally well

to New South Wales and South Australia; the difference in the latter I shall refer to when speaking of that Colony.

I cannot do better than give a copy of Messrs. Gemmill, Tuckett & Co's. memorandum, prepared by them for the Canadian timber suitable for the Melbourne market.

SPECIFICATION.

WHITE PINE SHELVING.

50 M. super.	12 inch.		
25 M. "	14 "	}	Lenghts 12 to 18 feet.
15 M. "	16 "		About one-third 12 feet.
10 M. "	18 "		About two-thirds 14, 16, 18 feet.

100,000 feet, super.

To suit the requirements of the trade, and command a ready sale, the shelving should be as free from knots as possible, and stand full $\frac{1}{8}$ in. thick after dressing, viz.: Plaining on both sides and edges.

Shipments from New York and Boston are generally of inferior quality, and great complaints are made by dealers that the timber does not stand the widths called for in specifications; for instance, 12 in. shelving seldom stands over 11 $\frac{1}{2}$ inches. If proper attention is paid in Canada to the quality and preparation of their shipments, the consumption here will be largely increased. 100 M. feet per month can be taken, in addition to what is usually sent from the United States. During the last 12 months shelving has been selling at 10s. 10d. to 13s. per M super., according to quality.

WHITE PINE, T. AND G. ORILING.

Our requirements are 10 and 12 inch. wide, and from 12 to 16 feet lenghts.

70 m. super.,	10 inch.	}	Plained both sides, if possible.
30 "	12 "		

And to stand $\frac{1}{8}$ in. thick after pressing.

The widths should be 10 and 12 in., exclusive of the tongue; lenghts, one-third 12 feet, two-thirds 14 and 16 feet.

Prices during the past 12 months have ruled from £9 10s. to £11 10s., according to quality.

CLEAR WHITE PINE, UNDRESSED.

The following proportions are suitable for a panel of 100 M. feet.

15 M. super.	1 $\frac{1}{2}$ inch.	}	Widths for 1 $\frac{1}{2}$, 2, 2 $\frac{1}{2}$ in. from 12 to 24 in.; largest proportion of 12 in. The 3 and 4 in., 12 to 30 in.; largest proportion 20 to 30 in. Five in. and upwards, 20 to 40 in.
25 M. "	2 "		
15 M. "	2 $\frac{1}{2}$ "		
25 M. "	3 "		
15 M. "	4 "		
5 M. "	5 to 8 "		

In addition to the 100 M. mentioned above, 20 M. of 1 in. and 1 $\frac{1}{2}$ in. might be sent. 12 to 16 in. wide, and 12 to 16 feet lengths.

The whole of the Clear Pine must be free from knots and sap, and well seasoned,

and landed here bright and clear. Every size must stand the full thickness called for after leaving the saw.

Pines realized during the past 12 months, £14 to £18 per M. super., according to quality.

CARPENTER'S CLEAR, UNRESSED.

This should be a second quality, clear, and if consisting of rejected timber out of any panels being shipped (or otherwise) should be marked on end with a daub of paint, and if a lower quality also is shipped, adopt the same course with paint of another colour. This plan will greatly facilitate sorting and stacking, and impart confidence into the minds of buyers that proper selection has taken place prior to shipment.

Any of the lines mentioned in Clear Pine are suitable, and in addition the trade can take

30 m., 12 x 3. }
20 m., 12 x 4. } Second quality, lengths 12 to 18 feet.

RED PINE DEALS.

This line should consist of first and second quality only, each quality marked on end with different coloured paint. The following proportions are what we recommend:—

11 x 3, 10 to 24 feet lengths. 40 stds. (Petersburg.)
9 x 3, " " " 60 " "

(The bulk 16 to 24 feet lengths.)

11 x 1½, 10 to 24 feet lengths, 20 stds. (Petersburg.)
9 x 1½ " " " 30 " "

(The bulk 16 to 24 feet lengths.)

First quality would realize now £24 per std.

Second " " " £22 " "

SPRUCE DEALS.

First and second quality, each bearing a distinctive mark; *three-fourths to be second quality.*

11 x 3 100 m. super. }
9 x 3 150 m. " } Lengths 10 to 24 feet; the bulk 16 to 24 feet.
11 x 1 60 m. " } Present value 4½ to 4¾ per foot of 9 x 3.
9 x 1 60 m. " }

Any Spruce sent on deck should consist of a low quality of 9 x 3.

SPRUCE T. AND G. FLOORING.

Our principal consumption consists of 6 x ¾ and 6 x 1½, and should be sent in the following proportions:—

500 m. feet lineal, 6 x ¾ }
100 " " " 6 x 1½ } Lengths 10 to 18 feet; as few 10 and 11 feet

as possible. This timber must stand full widths and thickness after dressing, exclusive of the tongue. A fraction under 6 inch wide will spoil the sale.

Second quality only required.

Present value for

6 x 1½, 10s. per 100 feet, lineal.

6 x ¾, 8s. to 8s. 3d. per 100 feet lineal.

REPORT OF EXECUTIVE COMMISSIONER TO THE

SPRUCE F. AND G. AND BEADED LINING.

There is a very large consumption of this description of Baltic manufacture, and we only recommend *second* quality being shipped. This must also stand full 6 in. wide, exclusive of the tongue, and $\frac{1}{2}$ in. thick after dressing (as per sample furnished.)

250 m. feet lineal, 6 x $\frac{1}{2}$ T. and G. Beaded Lining lengths, 10 to 26 ft., as few 10 and 11 feet as possible. Present value 6s. to 6s. 3d. per 100 feet lineal.

4 OUT SPRUCE WEATHER BOARDS.

These should be 4 boards out of a 7 x $7\frac{1}{2}$ batten, and stand, after dressing, $6\frac{1}{2}$ in. wide by $\frac{1}{4}$ in. one side, and $\frac{1}{2}$ inch at the other (as per sample furnished.)

200 m feet lineal; lengths, 10 to 26 feet; as few 10 and 11 feet lengths as possible. Present value, 7s. to 7s. 3d. per 100 ft. lineal.

Memo—The whole of the 6 x $\frac{1}{2}$ T and G, and the weather boards should be tied in bundles of four pieces each with strong tarred rope yarn at the ends and centre, the dressed faces inwards. This plan prevents the boards being damaged by handling.

LATHS AND PICKETS.

These are suitable for broken stowage, and can be sent either Pine or Spruce. The largest demand is for Spruce.

100 M. sawn Laths, 4 ft. 6 in., $1\frac{1}{2}$ in. x $\frac{3}{4}$ in. or 5-16 in.

50 M. sawn Pickets, 4 ft. 6 in. x 3 x 1 inch full.

If any 4 ft. are shipped the proportion should be one-third of $4\frac{1}{2}$ feet.

DOORS.

The following specification is the most suitable for this market, and for a larger or smaller shipment the proportions of the respective sizes should be adhered to as nearly as possible.

					D.M.	22s.	3d.	Present value.
50	3-0	x	7-0	2 in.	"	21s.	3d.	"
100	2-10	x	6-10	$1\frac{1}{2}$ "	"	16s.	6d.	"
100	2-10	x	6-10	$1\frac{1}{2}$ "	"	16s.	0d.	"
150	2-8	x	6-8	$\frac{1}{2}$ "	"	15s.	7d.	"
100	2-6	x	6-6	$1\frac{1}{2}$ "	"	15s.	6d.	"
200	2-6	x	6-6	$1\frac{1}{2}$ "	"	11s.	6d.	"
250	2-6	x	6-6	$1\frac{1}{2}$ "	Raised Panel, 9s. 6d. to 9s. 9d.			

1,000

Last March a shipment from Canada was sold at very low prices, in consequence of the make and sizes being unsuitable. The best Doors are brought from Boston, and branded S.P.L. Considerable complaints are made by the trade in consequence of the Doors not standing the full size (thickness) 2 in. being frequently only $1\frac{1}{2}$ in. All Doors should be manufactured with high lock rail.

Pines at the present time are very low, in consequence of the large arrivals from the United States, but we believe the lowest point has been reached.

WINDOW SASHES.

The import of this line has ceased since during several years past, and if the duty (as is most probable) is removed from undressed timber, outside manufacturers will have no chance of competing with the makers here, the item of freight being too serious.

Melbourne, June 6th, 1877.

Dear Sir,

Enclosed we beg to hand you a specification for one thousand tons of Timber, Doors, Laths and Pickets, for a larger or smaller parcel. The proportions of the respective descriptions should be adhered to.

We also have the pleasure of handing you samples of 6 x $\frac{1}{2}$ T. and G. Beaded Lining, also of 4 Out Weather Boards, which will show your manufacturers the exact thing required.*

Trusting that the information we have given you respecting the requirements of this market may be useful to you, and lead to closer business relations between Canada and Victoria,

We remain, Dear Sir,

Yours very truly,

GEMMILL, TUCKETT & Co.,

per S. R. Walter.

Hon. JOHN YOUNG.

Specification for one thousand tons of Timber, Doors, Laths and Pickets, which would be suitable for monthly shipments, in addition to what is shipped from Boston and New York.

30,000 feet super W. P. Shelving, 12 in. wide,	} Lengths, 12 to 16 feet.
20,000 " " " 14 " "	
15,000 " " " 16 " "	
10,000 " " " 18 " "	

75,000 feet super, one-third 12 ft. lengths; two-thirds, 14, 16, 18 ft. lengths.

35,000 feet super. W. P., T. and G. Ceiling, 10 in. wide,	} Lengths,
15,000 " " " 12 " "	

50,000 feet super, one-third 12 ft. lengths; two-thirds 14 and 16 ft. lengths.

80,000 feet super. Clear White Pine, undressed, 2 $\frac{1}{2}$ inch.

15,000 " " " " 3 "
7,000 " " " " 4 "

30,000 feet super, 2 $\frac{1}{2}$ inch, 12 to 24 inches wide, the largest proportion 12 inch.; 3 and 4 inch., 12 to 30 inches wide, the largest proportion 20 to 30 inches.

20,000 feet super. Carpenter's Clear, 12 x 3 and 12 x 4 in. equal proportion; 12 to 18 feet lengths.

20,000 feet super. Spruce Boards, 9 x 1 and 11 x 1 in., equal proportions; lengths, 10 to 24 feet; the bulk to consist of 16 to 24 feet.

20,000 feet super. Red Pine Boards, 9 x 1 $\frac{1}{2}$ and 11 x 1 $\frac{1}{2}$, equal proportions; lengths, 10 to 24 feet; the bulk to consist of 16 to 24 feet.

* These samples are in the Department of Agriculture.

20,000 pieces Spruce Pickets, 4 feet 6 in. length, by 3 x 1; tied in bundles of 20 each.

800 bundles Spruce Laths, 4 feet 6 in. length, by 1½ x 5-16; tied in bundles of 100 each.

40,000 feet super., 11 x 3 Spruce Deals; lengths, 10 to 24 feet; the bulk to consist of 16 to 24 feet.

60,000 feet super., 9 x 3, Spruce Deals, lengths, 16 to 24 feet

15,000 " " 11 x 3, Red Pine Deals, " " "

25,000 " " 9 x 3, " " " " "

90,000 " lineal, 6 x ¾, Spruce T. and G. Flooring, 10 to 18 feet lengths; as few 10 and 11 feet as possible.

40,000 feet lineal, 6 x 1½, Spruce T. and G. Flooring.

40,000 feet lineal, 4 out Spruce Weather Boards; 10 to 26 feet lengths; as few 10 and 11 feet as possible.

50,000 feet lineal, 6 x ¾, Spruce T. and G. Beaded Lining, 10 to 26 feet lengths; as few 10 and 11 feet as possible.

25 Doors 7-0 x 3-0 2 in. Double Moulded.

25 " 7-0 x 3-0 1½ " "

50 " 6-10 x 2-10 1½ " "

50 " 6-10 x 2-10 1½ " "

75 " 6-8 x 2-8 1½ " "

50 " 6-6 x 2-6 1½ " "

100 " 6-6 x 2-6 1½ " "

125 " 6-6 x 2-6 1½ " Raised Panel.

500

For larger or smaller shipments, the above can be increased or diminished in proportion.

Melbourne, June 6th, 1877.

GEMMELL, TUCKETT & Co.

per S. B. Walter.

The foregoing information will enable all parties interested to ship to Melbourne or to Sydney, where the trade, as regards sizes, differs but little from the sizes given by Messrs. Gemmell, Tuckett & Co., who are merchants of high standing, and whose information as to what is wanted may be relied on by the Canadian exporter. I give one of their circulars and sales in the Appendix.

As regards general imports from the United States into Melbourne, I cannot do better than transcribe a copy of one of several manifests which were entered at Melbourne during the last year. From this the public in Canada can judge whether such goods can be shipped from the St. Lawrence and landed in Melbourne as cheaply as from the United States. One great

article in every ship is Kerosene Oil, and the amount of this required in Australia is annually increasing; that oil from the United States is contained in a patent can, which, I understand, cannot be got in Canada; and I am also told that Canadian oil is deficient in some properties possessed by the oil from Pennsylvania. To remove this difference is a matter of great moment. If the oil can be made equal to the Pennsylvania oil, there would be an almost unlimited market for this oil in Australia and New Zealand.

The following manifest is that of a vessel which measured 628 tons, and which sailed from New York, January, 1877:—

8,700 cases Kerosene Oil.
 200 barrels Apples.
 400 Spirits Turpentine.
 397 packages Tobacco.
 26 cases Garden Seeds.
 27 " Merchandise.
 284 " Clocks.
 150 " Florida Water.
 31 " Toys.
 61 " Medicines.
 400 " Bitters.
 100 " Schnapps.
 152 " Sewing machines.
 3 bbls. Castings.
 137 cases Handles.
 10 packages Carriage Ware.
 10 cases Varnish.
 17 Carriages.
 57 bundles Carriage Machinery.
 24 packages Agricultural Implements.
 107,224 Slates.
 1,500 Doors.
 427 bbls, Plaster.
 5 cases Hubs.
 147 " Organs.
 1,300 Staves.
 1,328 pieces of Timber.

The manifests of cargoes from Boston are in general much the same, but sometimes they are mixed up with Lumber, Shelving, &c.

The Colony of Victoria, which from 1835 to 1851 formed a portion of New South Wales, was, in the last named year, erected into an independent Colony. I have travelled into the interior as much as I could, and have formed a high opinion of its wonderful advantages. The summer, like that of Canada, has days when the thermometer stands at 96° , and sometimes 100° , but it seldom falls below freezing point, while the average or mean temperature for the year is about 48° . The absence of rivers of any great size is one of the obstacles to opening up the country and cheapening transport from the interior; but this is rapidly being accomplished by the railway. The harbour of Melbourne is, in reality, at Sandridge, in Hobson's Bay, about three miles to the south of the city, and connected with the city by rail. The river "Yarra" comes up to Melbourne, but is deficient in depth to accommodate vessels or steamers drawing over 10 feet of water. It is highly important for Melbourne that the vessels of large draught of water lying in Hobson's Bay should be able to come up to the wharves in the city, and connect with its railways. This is thoroughly understood by the Melbourne Harbour Commissioners, who are taking active measures to effect this improvement, and from my knowledge of such matters, I have no doubt they will be able to cut a channel through the flat lands that intervene, and with what is taken out of the cut to make land enough to defray a considerable part of the expense. Melbourne is a very handsome city. Everything of a public character is grand in conception. Its streets, its public halls, its Government House, its public gardens and parks, its water supply, and its educational arrangements deserve the highest praise. My surprise in viewing and examining everything made me wonder that all I saw was the work of only forty years. The rapid ratio of improvement in Chicago or other Western cities in the United States have never surpassed those made by Sydney and Melbourne.

I left Melbourne for Adelaide on the 6th, and arrived there on the 10th. Nothing could have exceeded the attentions of the Mayor, the Hon. Thomas Elder, and many other citizens on my arrival. I had made up my mind to sail by the steamer on the

14th for England, and therefore had not time to go much into the interior.

I delivered my letter of introduction to the Chief Justice, then administering the Government of South Australia, who was very courteous, as were also the members of his Government, in giving me all the information I desired respecting public statistics, &c.

I called upon a number of the merchants in Adelaide, and submitted to Messrs. Elder, Smith & Co. the specification of the timber required for Melbourne, as prepared for me by Messrs. Gemmill, Tuckett & Co. of that place. Messrs. Elder, Smith & Co. write :

"That the Adelaide market would be fully supplied with one cargo of timber from Canada every three months; or say two or three cargoes per annum. Would increase the 12 inch White Pine Shelving, referred to in Melbourne specification, to

say $\frac{40}{18}$ in. $\frac{35}{14}$ $\frac{35}{16}$ $\frac{30}{18}$

W. P. T. & G. Ceiling not used here—6 in. by $\frac{1}{2}$ in. generally preferred.

Clear W. P. undressed—correct.

Carpenter's Clear also correct for this market.

12 x 4, little used.

Send up to 24 feet.

Do not send Spruce Boards 9 x 11 x 1.

Red Pine—Send 3, 4 and 6 in. (thickness) instead of $1\frac{1}{2}$ in., 12 to 24 in. wide.

Pickets—Consumption limited. Send a few only for broken stowage in cargo.

Laths will do, increase if necessary.

Spruce deals 11 x 9 by 3 will do.

Red Pine Deals, 11 and 9 by 3, would answer if at a cost to compete with Baltic.

Spruce flooring and fencing boards would do.

Doors 7-0 x 3-0, rather unsaleable.

The raised panel, 6-8 x by 2-8; rare middle, rail high and of good width, 9 to 12 in.

Some are manufactured here to compete with imported.

The directions in Melbourne are "to send *no* third class," which we re-endorse here. "Do not send any 11 x 9 by $1\frac{1}{2}$ in. Send nothing under 3 inches."

N. P. Shelving, 10-22 in., dull of sale here at £10.

Ships on arrival should not draw over 19 feet water, to prevent expense of Lightering. The Bars are being deepened. Terms of sale of timber same as at Melbourne."

By comparing this statement of Messrs. Elder, Smith & Co. with the statement I gave from Messrs. Gemmill, Tuckett & Co., of Melbourne, parties interested in shipments of timber and wood goods to any of the Colonies cannot make a mistake, and by corresponding with Messrs. Elder, Smith & Co., whom I strongly

recommend as Canadian Agents for Adelaide, and with the other firms I have named in Melbourne, Sydney, Brisbane, Hobart Town (in Tasmania) Dunedin and Auckland, in New Zealand, business can be carried on with the utmost reliance. To give a general idea of the trade in goods between the United States and Adelaide, I add the following return cargoes landed at Adelaide in three ships from New York in November, 1876, in January and in April, 1877:

3	packages	Ammunition.
8	do	Drugs.
2	do	Floor Cloths.
24	do	Agricultural Implements.
3,500	Doors.	
96	packages	Glassware.
34	cases	Brushware.
274	do	Clocks.
152		Grindstones.
175	cases	Chairs.
209	packages	Hardware.
154	packages	Carriages, Waggon and Carriage Ware.
200	cases	Florida Water.
32	bales	Hops.
742	cases and packages	Furniture.
12	do.	Books.
12,749	do.	Kerosene Oil.
16	packages	Nails.
210	casks	Plaster.
45	packages	Lampware.
12	cases	Organs.
6	do	Platedware.
7	packages	Portmanteaus.
16	do.	Machinery.
250	kits	pickled Fish.
1,100	boxes	Corn Starch.
150	cases	Perfumery.
540	barrels	Rosin.
550	cases	Sarsaparilla.
151	Casks	Staves.
940	packages	Woodware.
18	cases	Sewing Machines.
275	packages	Tobacco.
50	cases	Varnish.
378	packages	Tools.

250 pairs Window Sashes.
 13,500 pieces Timber (461 loads.)
 360 barrels Turpentine.
 246 packages Unenumerated Articles.

In giving these Returns of Shipments from the United States, I have acted under the belief that there was no better mode of showing to the Canadian manufacturer and public what was being done by our neighbours there, and in this way to afford them the means of judging whether they can compete for the Australian trade. Throughout the whole of the Australasian Colonies I have had abundant evidence of their desire to trade with Canada, but, of course, they will trade in the cheapest market, and all I can do is to furnish facts by which the Canadian manufacturer can decide whether he is able to compete with his rivals successfully or not. The following invoice of goods is one ordered from New York by a large firm in Adelaide to their agents there, which were bought for cash under the most favorable circumstances, and which I obtained the liberty to publish, and which will further illustrate the character of the trade.

Invoice of 300 Oars, 232 packages sundries and 2,865 pieces Lumber, shipped at New York, per "Alice M. Minott," to Adelaide, and consigned to there :

Mark—No.	20 Oars, 8 feet, 160 feet, at 8c.....	\$ 12 80
^	40 " 9 " 360 " at 8c.....	28 80
T	60 " 10 " 600 " at 8c.....	48 00
√^	60 " 12 " 720 " at 7½c.....	54 00
	80 " 14 " 840 " at 8c.....	67 20
	30 " 15 " 450 " at 8½c.....	38 25
	30 " 16 " 480 " at 8½c.....	40 80
	300	\$ 289 85
	Less 32½ per cent....	94 20
		\$ 195 65
1	1 case 10 doz. Ames, \$2, L. H. C. S. Rd.	
	Pt. Shovels, at \$16	160 00
	1 case.....	5 00
	Discount 30 p.c., 6 p.c. and 5 p.c..	61 86
		103 14

REPORT OF EXECUTIVE COMMISSIONER TO THE

2-21 20 boxes, 20 doz., Yankee Heavy Handled		
Axes, at \$14 50.....	\$390 00	
22-31 10 boxes, 10 doz., Yankee Medium		
Handled Axes, at \$14.....	140 00	
	<hr/>	
	430 00	
Discount, 10 per cent.....	43 00	
	<hr/>	\$387 00
32-6 5 cases, 20 doz., Simmonds Boys Axes		
Handled, at \$13.....	260 00	
Discount, 30 per cent.....	78 00	
	<hr/>	182 00
37-51 10 cases, 120 doz., No. 1, 36 in. Axe		
Handles, at \$1 60.....	192 00	
5 cases, 80 doz., No. 1, 36 inches, Pick		
Handles, at \$1 55.....	77 50	
	<hr/>	269 50
51-101 50 quarter barrels Dried Apples, 2,800,		
at 6c	168 00	
Cartage.....	1 50	
	<hr/>	169 50
102-151 50 cases, 200 doz., \$1, Star Lobster.....	310 00	
Gold at \$1 55		
	<hr/>	
Gold at 105 per cent.....	325 50	
Cartage.....	1 25	
	<hr/>	326 75
151-3 2 cases, 52 doz., \$1½, Brooms, at \$2.12½..	110 00	
154-73 20 pkgs., 20 doz., Zinc Wash Boards,		
at \$1 60	32 00	
174-81 8 cases, 96 Gross Spring Clothes Pins,		
at 87½c	84 00	
2 cases.....	8 00	
• Matting, \$1 60, and cartage, \$1 75.	3 35	
	<hr/>	237 85
50 cases Spirits Turpentine, each 4 cans		
of 4 Imp. Gals. each, packed in Devoe's		
patent cans, with flat screw tops, 400		
Imp. Gals. = 480 American gals., at 50c.	240 00	
T.A. 2,459 Pieces Wh. Pine Shelving Lumber,		
39,374 feet at p. m. \$27	1,063 10	
Half inspection.....	5 90	
	<hr/>	1,069 00

L.B.	408 Pieces Clear Pine Lumber, assorted sizes, 15,129 feet, at \$50 p. m	\$756 45
	Half inspection	2 27
		<hr/> \$ 758 72
		<hr/> \$3,939 11
	Commission, 2½ per cent	98 48
		<hr/> \$4,037 59
	Exchange at \$5 02	£804 6 4

CHARGES.

Sea Insurance F.P.A., &c., £1,100, at 27s. 6d. p. c., less disc't.	£ 13 16 6
	<hr/> £818 2 10
J. W. & Co'y. return acct., 1 per cent	8 3 8
	<hr/> £826 6 6

FREIGHT PAYABLE IN COLONY.

124 10-40 at 35s., £217 8 9

New York, 1877.

In timber and wood goods imported into the Australian Colonies, it will be generally admitted that the cost of these in Canada, with its cheap transport from the interior by water to the ocean port of shipment, ought to be as cheap, if not cheaper, than in any part of the world. The manufacture of wood goods, such as doors, sashes, &c., and cutting the timber to the requisite size, should also, with the vast water power at command on almost every river, largely aid Canada in competition with other markets. Canada, as already stated, now ships to the United States every year from 700 to 800 million feet of lumber; and of this, large quantities are exported from the United States ports to various markets, and a very considerable amount to the different Colonies of Australia. There is no good reason, then, why every market in Australia should not be furnished with all the timber they require by direct shipments from ports on the St. Lawrence. What is most required is a return freight from Australia to Canada, but in this respect our position is similar to that of the United

States, and the voyage has to be a round one. Vessels coming to the St. Lawrence from England and Europe with cargo, have again to take cargo to Australia from the St. Lawrence, and from there having a paying freight again to England, principally of wool. Americans, as well as Canadians, now buy the wool they require in London rather than in Australia; still, this is gradually changing. Rankin, in his excellent book on the "Dominion of Australia," (London, 1874,) says on this subject that "the Americans are the most likely people to become buyers of any Australian wool, especially of fine clothing wools. They are already large buyers in London, and a direct trade has already been opened up with Boston and Colonial ports; several cargoes have gone, and American buyers have found their way to Sydney, Melbourne and Adelaide. This trade will continue and increase; for America, or any country which has to house its animals throughout a long winter, feeding them on stored food, cannot grow wool so cheaply as a climate like Australia, where the sheep has the driest air and no winter. All the eastern slopes of America have severe winters—none so severe as the Inland States—and they are, consequently, thus again more devoted to the growth of grain and crops sown and reaped in the course of seasons. The Pacific slopes have a climate very like Australia—dry, temperate, and in the low and Southern country, mild and winterless. They need not shelter stock, and they have large herds and flocks. But California is not a wool country. The reason is not plain, but the fact is that sheep cannot grow a fleece for twelve months. It must be shorn in six months or it will fall off, so the States do not promise to grow their own wool to any extent."

Although Australia is a wool country, yet it is now joining California in the export of wheat. Large exports of the finest wheat I ever saw are being made to England, from New South Wales and New Zealand, and exports from the other Colonies are annually increasing. Its profitable production largely depends on cheap transportation, and this the railway is rapidly providing. Before railways came to remove crops in good seasons

from the interior, these crops were often left unreaped in many new districts.

The culture of the grape is extending in all the Colonies, and the wines produced are very excellent. In the appendix I give a list of some wines I saw at Adelaide in the cellars of the manufacturers, with the prices. The wines differ in taste and flavour in the various Colonies, but the mode of manufacture is rapidly improving; and, ere long, will become an article of considerable export. In South Australia there are 112 wine presses.

The South Australia railways comprise in all 196 miles, but are gradually being extended on the main lines. As in Victoria, the gauge is five feet three inches, while the side branches are three feet six; in New South Wales four feet eight and a-half, and in Queensland and Tasmania three feet six inches. This difference in gauge in such a country as Australia, is a great mistake, as they all should have been alike. The population in 1876 of South Australia was 213,271. The population, in the same year, of Adelaide, exclusive of the suburbs, was 31,573, but within a radius of ten miles it is believed the population is 60,000. Adelaide is 430 miles by sea from Melbourne. The streets are wide, clean, and run at right angles. Its buildings are splendid. The Post Office, Town Hall, and other public structures, have elegant towers, while the Botanical Gardens are very beautiful, and are much enjoyed as a public walk for the citizens.

An extensive system of telegraphing is in operation, and has been courageously prosecuted in South Australia, and wires will soon be laid across the Continent from Adelaide to Perth, in Western Australia. The whole of the explorations go to prove that the Western interior of the Continent of Australia is by no means the sterile waste it has so long been supposed to be; and that when it is more and more opened up, vast tracts of territory, now lying useless, will be rendered available for pastoral and other purposes. From all I could gather from those longest in the country, and the best informed, it is evident that although the advance of the Colony has been

slow, it has been sure. Its whole career has been a constant progression, and this onward march will, I have no doubt, be continued.

The following statistics of the various Colonies will be interesting and instructive, and will show what has been done within a period of forty years.

These tables regarding Population, Public Revenue and Expenditure, Public Debt, Imports and Exports, Live Stock, Railways and Electric Telegraphs, Agricultural Statistics and Produce of Crops of all the different Colonies of Australia, including New Zealand, are so arranged that although I have, as I went along, alluded to the populations and trade of cities, &c., yet the tables under each branch will, at a glance, give every information as to the present wealth and resources of Australia and New Zealand.

AUSTRALASIAN STATISTICS, 1875.

TABLE I.—POPULATION, 1875.

NAME OF COLONY.	Area in Square Miles.	On the 31st December.				Estimated Mean Population of the Year.				
		Estimated Population.			Persons to the Square Mile.	Males.	Females.	Total.		
		Males.	Females.	Total.					—Number of—	
									Males to 100 Females.	Females to 100 Males.
Victoria.....	88,198	447,148	376,124	823,272*	118.88	84.12	442,623	372,411	815,034	
New South Wales.....	310,938	334,461	272,191	606,652†	122.88	81.38	327,954	267,541	595,465	
Queensland ...	678,600	111,272	70,016	181,288	158.92	62.92	104,566	67,837	172,403	
South Australia.....	914,730	107,944	102,498	210,442	105.31	94.95	106,407	101,126	207,533	
Western Australia.....	1,000,000	15,910	10,790	26,709	147.32	67.88	15,816	10,643	26,459	
Total.....	2,992,466	1,016,735	831,628	1,848,363	122.26	81.79	997,366	819,528	1,816,894	
Tasmania.....	26,215	54,643	49,020	103,663	111.47	89.71	54,880	49,040	103,920	
New Zealand.....	104,900	213,294	162,562	375,856	131.21	76.22	203,822	155,036	358,858	
Grand Total.....	3,123,581	1,284,672	1,043,210	2,327,882	123.15	81.20	1,256,068	1,023,604	2,279,672	

* On the 30th June, 1876, the estimated Population of Victoria was as follows :—Males, 450,390 ; Females, 378,894 ; Total, 829,284.

† On the 30th June, 1876, the estimated Population of New South Wales was as follows :—Males, 340,806 ; Females, 276,360 ; Total, 617,166.

‡ The Population of New Zealand is given exclusive of the Maori.

TABLE II.—PUBLIC REVENUE AND EXPENDITURE, 1875.

NAME OF COLONY.	Date on which Financial Year Terminates.	Public Revenue.			Per Head of Mean Population.		
		Raised by Taxation.	Not Raised by Taxation.	Total.	Taxation.	Total Revenue.	Expendi- ture.
		£	£	£	£ s d	£ s d	£ s d
Victoria.....	30th June.	1,781,841	2,512,601	4,236,423	2 2 9	5 5 0	5 7 1
New South Wales.....	31st Dec.	1,138,901	2,983,095	4,121,996	1 18 3	6 18 5	5 12 0
Queensland.....	31st Dec.	562,227	699,237	1,261,464	3 5 2	7 6 4	8 2 10
South Australia.....	31st Dec.	339,103	804,209	1,143,312	1 12 8	5 10 2	5 13 4
Western Australia.....	31st Dec.	80,645	77,130	157,775	3 0 1	5 19 3	6 7 10
Total.....		£3,845,698	£7,075,272	£10,409,785	£2 2 4	£6 0 2	£5 14 7
Tasmania.....	31st Dec.	43,642	130,034	385,751	2 1 1	3 6 1	3 14 2
New Zealand.....	31st Dec.	1,350,269	1,463,632	3,431,773	3 15 3	7 16 10	9 11 3
Grand Total.....		£5,409,636	£8,668,938	£14,226,789	£2 7 5	£6 3 6	£6 9 9

TABLE III.—PUBLIC DEBT, 1875.

NAME OF COLONY.	On the 31st December.	
	Total amount of Public Debt.	Indebtedness per Head of Population.
	£	£ s d
Victoria.....	13,995,093*	16 19 11½*
New South Wales.....	11,470,637	18 18 2
Queensland.....	6,948,586	38 6 7
South Australia.....	3,320,800	15 15 7
Western Australia.....	135,000	5 1 1
Total.....	35,869,916	19 8 1½
Tasmania.....	1,489,400	14 7 4½
New Zealand.....	17,400,021†	46 5 10½
Grand Total.....	54,759,347	23 10 5½

* On the 30th June, 1876, the Public Debt of Victoria was £14,054,822. At the same date the estimated population was 829,284. The amount of indebtedness per head was thus £16 19s. 0½d.

† The "Accrued Sinking Funds" of New Zealand amounted at this date to £1,100,130. These consist of sums set aside annually for the liquidation of the Public Debt. A large portion of the money has been invested in the various debentures forming part of the debt, and thus so much of the debt may be said to have been already paid off.

TABLE IV.—IMPORTS AND EXPORTS, 1875.

NAME OF COLONY.	—Total Value of—			—Value per Head of Mean Population of—					
	Imports.	Exports.	Both.	Imports.	Exports.	Both.			
	£	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	16,685,874	14,766,974	31,452,848	20 9 5½	18 2 4½	38 11 9½			
New South Wales	13,490,200*	13,671,780	27,161,780	22 13 1½	22 19 2½	45 12 3½			
Queensland	3,328,009	3,857,576	7,185,585	19 6 0¼	22 7 6	41 13 7			
South Australia	4,203,802	4,805,051	9,008,853	20 5 1½	23 3 0½	43 8 2½			
Western Australia	349,840	391,217	741,057	13 4 5½	14 15 8½	28 0 1½			
Total	38,057,725	37,492,398	75,550,123	20 18 11½	20 12 8½	41 11 7½			
Tasmania	1,185,942	1,085,976	2,271,918	11 8 3	10 9 0	21 17 3			
New Zealand	8,029,172	5,828,627	13,857,799	22 7 5½	16 4 10	38 12 4			
Grand Total	47,272,839	44,407,001	91,679,840	20 14 8½	19 9 7	40 4 4			

* Not including the values of 90 packages of drapery, 1,407 cases of hardware and ironmongery, 2,465 packages of oilmen's stores, and 2,451 packages of sundries, imported overland from South Australia.

TABLE V.—LIVE STOCK, 1875-6.

*. The Live Stock Statistics in most of the Colonies are collected with the Agricultural Statistics in the months of February and March. The present returns are for those months of 1876.

NAME OF COLONY.	Number of					Total number of Stock of all Descriptions to the Square Mile.
	Horses.	Cattle.	Sheep.	Pigs.	Total.	
Victoria*.....	196,184	1,054,598	11,749,532	140,765	13,141,079	149.00
New South Wales.....	357,696	3,134,086	24,382,536	199,950	28,074,268	90.29
Queensland.....	121,497	1,812,576	7,227,774	46,447	9,208,294	13.57
South Australia.....	107,164	219,240	6,179,395	100,562	6,606,361	7.23
Western Australia.....	29,379	50,416	881,861	14,420	976,076	—48
Total.....	811,920	6,270,616	50,421,098	502,144	58,006,078	19.38
Tasmania.....	23,473	118,694	1,719,768†	47,664	1,909,599	72.84
New Zealand.....	95,261	494,113	11,674,863	123,741	12,391,978	118.02
Grand Total.....	934,654	6,883,723	63,815,729	673,549	72,307,655	23.15

* Portions of the returns of Live Stock in Victoria is derived from estimates, which can only be verified at a general census.
 † Not including the sheep on islands in Bass's Straits, of which there were 11,965.

TABLE VI.—RAILWAYS AND ELECTRIC TELEGRAPHY, 1875, ON THE 31st DECEMBER.

NAME OF COLONY.	Number of Miles Railway.			Number of Miles Electric Telegraph.		
	Open.	In course of Construction.	Total.	Open.	In course of Construction.	Total.
Victoria.....	617	358	975	2,629	18	2,647
New South Wales.....	437	251	688	8,012	1,317	9,329
Queensland.....	265	113	378	3,956	616	4,572
South Australia.....	274	174	448	3,904	1,100	5,004
Western Australia.....	38	35	73	766	830	1,596
Total.....	1,631	931	2,562	19,267	3,881	23,148
Tasmania.....	150	23	172	396	117	513
New Zealand.....	542	464	1,006	3,156	....	3,156
Grand Total.....	2,323	1,418	3,741	22,819	3,998	26,817

TABLE VII.—AGRICULTURAL STATISTICS, 1875-6.—PRODUCE OF CROPS.

NAME OF COLONY.	—Bushels raised of—					—Tons raised of—		Gallons of Wine made.
	Wheat.	Oats.	Barley.	Maize.	Other Cereals.	Potatoes.	Hay.	
Victoria	4,978,914	2,719,795	700,665	37,177	476,304	124,377	200,613	755,000
New South Wales	1,988,640	392,969	93,576	3,410,517	14,349	41,303	88,968	831,740
Queensland	68,646	12,184	12,545	1,122,829	3,391	9,120	9,841	77,404
South Australia	10,738,544	69,733	179,136	...	78,060	26,383	194,794	727,979
Western Australia	257,171	18,840	79,198	1,200	8,386	1,119	17,319	...
Total	17,980,204	3,154,484	1,079,297	4,571,723	574,884	202,712	617,535	2,392,132
Tasmania	700,092	827,043	168,357	...	137,060	24,455	40,217	...
New Zealand	2,863,619	6,357,431	965,219	...	...	71,599	72,134	...
Grand Total	21,543,915	10,338,958	2,227,873	4,571,723	711,934	268,766	638,696	2,392,132

NAME OF COLONY.	—Bushels per Acre of—					—Tons per Acre of—	
	Wheat	Oats.	Barley.	Maize.	Other Cereals.	Potatoes.	Hay.
Victoria	15.49	21.92	22.20	15.85	23.34	3.37	1.33
New South Wales	14.66	15.72	20.46	29.01	13.15	2.98	1.15
Queensland	14.66	15.72	20.46	29.01	13.15	2.98	1.15
South Australia	11.85	15.09	14.12	29.00	10.05	4.32	1.21
Western Australia	11.00	15.00	14.00	29.00	6.81	3.00	1.00
Total	13.03	21.32	19.23	23.81	20.90	3.37	1.23
Tasmania	16.38	25.40	27.84	...	20.81	3.54	1.42
New Zealand	31.54	37.79	35.91	...	...	4.89	1.46
Grand Total	14.24	20.64	24.93	23.81	20.90	3.66	1.27

These Statistics of the Colonies of Australia will, I have no doubt, be found useful, and I think it well in conjunction therewith, to place the Tariffs of the various Colonies, according to the latest returns, which will be useful as reference.

These Statistics of the Colonies of Australia will, I have no doubt, be found useful. The Tariff of the various Colonies, according to the latest returns, will also be useful as reference, and will be found in the Appendix.

The few manifests I have given of cargoes from New York and Boston will show that the quantity of Kerosene Oil exported from the United States is very large. The quality of this Oil has been brought to great perfection in its manufacture in the United States, and is nicely packed in patent tin cases. At present it meets with no competition in Australia. Whether the Canadian Kerosene in its quality, or in its manufacture, can be made equal to that of the United States is a question which can best be decided by the Canadian manufacturers. In Australia there will be an extensive demand for it, if the quality is suitable; and nothing should be left undone by chemical investigation to ascertain whether the Canadian Kerosene can be rendered suitable for the Australian market. Whatever may be the demand now for this oil, or for other Canadian products and manufactures, that demand, as time goes on, will only increase. Surrounded as Australia is with numerous Islands and countries, it seems to me that by-and-bye she will be the central power controlling the whole, and will become a great emporium of commerce; and we have the power in Canada of being more and more connected with her. In every Colony I visited, Mr. Fleming's Report of his Survey, and map of the Pacific Railway, passing for its whole length through Canadian territory, as the shortest and best route from England and Europe, to Japan, China, and the Australasian Colonies, excited great interest, and surprise was expressed by the facts I laid before them. The distance is also less through Canada; and connected, as this work is, with the commerce of Asia and Europe, it may serve a good purpose to give the distances by the respective routes.

COMPARISON BETWEEN CANADIAN AND AMERICAN ROUTES FROM ENGLAND TO THE PACIFIC.

IN SUMMER MONTHS.		Miles	
		Steam.	Railway.
From Moville to Rimouski.....		2,300	....
" Rimouski to Montreal.....		....	300
" Montreal to Ottawa.....		....	110
" Ottawa to Bute Inlet.....		....	2,774
" Bute Inlet to Sydney.....		6,800	....
		9,100	3,184

IN WINTER MONTHS.		Miles	
		Steam.	Railway.
From Moville to Halifax.....		2,240	....
" Halifax to Montreal.....		....	840
" Montreal to Ottawa.....		....	110
" Ottawa to Bute Inlet.....		....	2,774
" Bute Inlet to Sydney.....		6,800	....
		8,040	3,724

VIA NEW YORK.		Miles	
		Steam.	Railway.
From Queenstown to New York.....		2,773	....
" New York to Chicago.....		....	910
" Chicago to San Francisco.....		....	2,410
" San Francisco to Sydney.....		6,650	....
		9,423	3,320

CANADIAN ROUTE IN SUMMER.

	Hours.
9,100 miles by Steamer, at 13 miles per hour.....	700
3,184 miles by rail, at 25 miles per hour.....	128
Total	828

CANADIAN ROUTE IN WINTER.

	Hours.
9,040 miles by steam, 13 miles per hour.....	696
3,724 miles by rail, 25 miles per hour.....	149
Total	845

VIA NEW YORK.

	Hours.
9,423 miles by steam at 13 miles per hour.....	725
3,320 miles by rail, at 25 miles per hour.....	133
Total	858

Or a difference in favour of

Canadian Summer Route of.....	30 hours.
And by Canadian Winter Route of.....	13 "

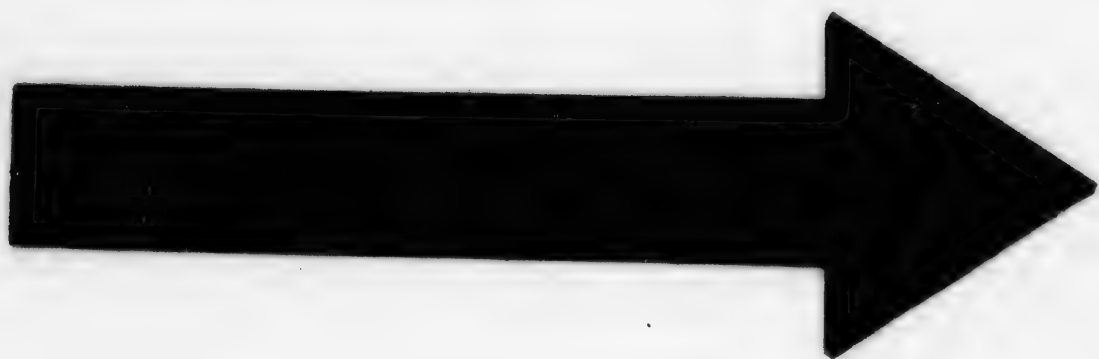
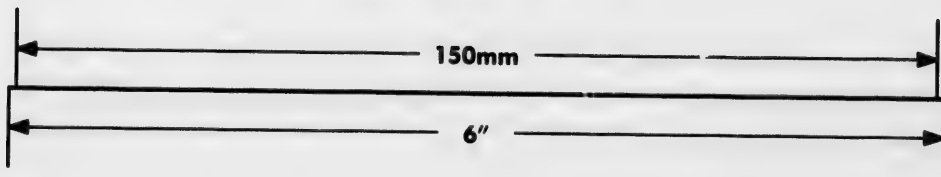
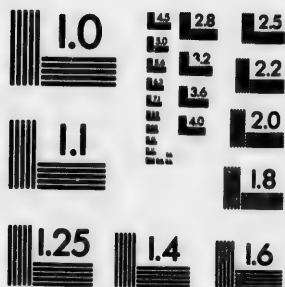
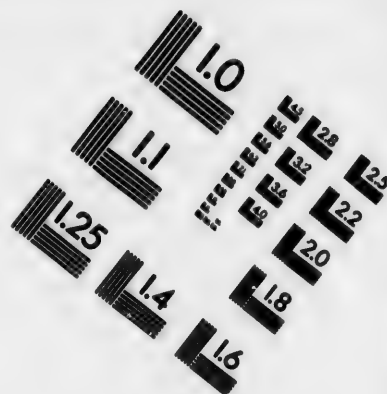
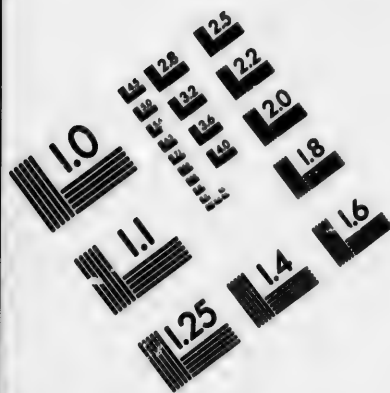


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REPORT OF EXECUTIVE COMMISSIONER TO THE

HIGHEST ALTITUDE OVER ROCKY MOUNTAINS.

	Feet.
From Chicago to San Francisco	8,241
Through Canadian Route to the Pacific.....	3,700
Difference.....	4,541

This difference in time by the Canadian Route and the difference in altitude, becomes more apparent when we compare the routes from England and Europe to Japan and China, and the surrounding islands.

	Rail.	Water.
From Queenstown to New York.....	.....	2,773
" New York to San Francisco.....	3,310	.....
" San Francisco to Yokahama (Japan).....	.....	4,470
" San Francisco to Shanghai (China).....	.....	5,505
CANADIAN ROUTE.		
From Moville to Ottawa.....	410	2,306
" Ottawa to Bute Inlet (Pacific).....	2,774	.....
" Bute Inlet to Yokahama (Japan).....	.....	4,450
" Bute Inlet to Shanghai (China).....	.....	5,425
RESULT.		
Queenston to Yokahama (Japan) via New York.....	3,310	7,243
Moville to Yokahama, via Canada.....	3,184	6,750

3,310 miles by railway, via New York, at 25 miles per hour.... 132 hours
 7,243 miles by steam at 13 miles per hour..... 557 "
 ——— 689 hours.

3,184 miles by railway, through Canada, at 25 miles per hour.... 127 hours.
 6,750 by steamer, at 13 miles per hour..... 519 "
 ——— 646 hours.

For Yokahama, in favour of Canada, 43 hours.

TO SHANGHAI.

	Rail.	Water.
Via New York, from England	3,310	8,278
Via Canada from Ireland.....	3,184	7,726

3,310 miles at 25 miles per hour..... 132 hours.
 8,278 miles at 13 miles per hour..... 637 "
 ——— 769 hours.

3,184 miles at 25 miles per hour..... 127 hours.
 7,726 miles at 13 miles per hour..... 584 "
 ——— 711 "

Difference in favour of Canadian route to Shanghai, 58 hours.

These differences in favour of the route through Canada from England and Europe to Australia, Japan and China, both for mails and passengers, as well as for such express freight of valuable commodities as can bear the cost of transport, are, I think, important, as showing the natural position of Canada, geographically—both by land and water—and as being the best link between Europe, the Pacific and Asia. This difference, too, in favour of Canada will also be found to apply to Bombay and other Ports in our East India Possessions.

The United States have, with great forethought, seen the advantage of thus connecting the Pacific and Atlantic by railway, and deserve the highest credit for the aid given to carry it through. The effect has been to make California what it is, and to produce along that line of the railway all these magnificent agricultural settlements and cities which have added so much to the national wealth of the Republic. England, with the Government of Canada, has the means of rivalling this great highway through the United States by a route more direct over British Territory—passing through the great valley of the Saskatchewan, and bringing into settlement that vast agricultural country, developing its mineral wealth, and giving a value to millions of acres of land, the property of the Dominion, which at present have no value whatever.

In Sydney and at Melbourne I was invited to public banquets, as the representative of Canada. I have reproduced some of the proceedings of these meetings in the Appendix—as they were published in the papers of both cities—for they gave expression to the opinions of the merchants and citizens, then present, as to their desire of having commercial intercourse with Canada.

I must now close this Report; and, in doing so, I have to express the opinion that an immediate and continually growing trade can be carried on between Canada and Australia. It has been my duty to enquire who the agents in Australia for the establishment of this trade should be, and I have no hesitation in repeating that Messrs. Gemmell, Targett & Co., of Melbourne; Bradley, Newton & Lamb, of Sydney; Dalgetty, Moore & Co., of

Launceton, Ta. ; Dalgetty, Nicholls & Co., Dunedin, and J. E. Risby, of Hobart Town, Tasmania ; Brown, Campbell & Co., of Auckland, New Zealand ; Elder, Smith & Co., of Adelaide ; and Messrs. Fenwick & Scott, Brisbane, Queensland, should be such Canadian Agents.

Any of those firms will give every information as regards trade ; and parties in Canada can rely with confidence on whatever report they may make.

All of the places above named are loading ports for London ; and ships, no doubt, can be easily obtained on charter to come here with cargo, then to load for Australia and again from Australia to London. Direct cargoes to Canada, in wool and other productions, will increase in proportion to our use of wool, which is the principal article of export.

I have been prevented by the state of my health from treating this important subject as thoroughly as I would otherwise have attempted ; but I trust that I have said enough to show that commercial intercourse between the Dominion of Canada and the Australian colonies is possible and desirable, both as regards the present and the future. The progress already made by these Pacific provinces is among the wonders of the age, and it is difficult to set limits to the greatness they must attain at no very distant day. Everything is in their favour : position, climate, soil, vast mineral wealth and an enterprising and energetic population. The people themselves are convinced that they are destined to become the ruling power of the Pacific and the countries that border on it ; and there is little reason to suppose that their aspirations are not well founded. As civilisation advances in India, China, Japan and the other Asiatic countries, the natives will cast aside their old habits and prejudices and will feel the wants which invariably accompany civilisation. One result of this must be a vast demand for the food-stuffs and various products of Australia, and which she can supply in boundless profusion. As I have before explained, the wealthier Australia becomes, the better customer will she be for the products of Canada. Each country produces articles that can be profitably and increasingly exchanged ; and I trust that

every effort will be made by the people of Canada to establish commercial relations with Australia, and I am confident in asserting that every facility will be given there to carry out that object.

I have the honour to be

Your Excellency's most obedient servant,

JOHN YOUNG,

Commissioner to Australia.

MONTREAL, *December 3rd, 1877.*

APPENDIX.

EXTRACTS FROM THE SPEECHES MADE AT THE BANQUET TO MESSRS. MORRIS AND ROBINSON.

A public banquet was given to Mr. Augustus Morris, Executive Commissioner, and Mr. Charles Robinson, Secretary, in recognition of their services on behalf of the Colony at the Philadelphia Exhibition. The dinner was served in the Canadian annexe to the Exhibition, at Prince Alfred Park. About 200 gentlemen sat down. The Hon. John Hay, President of the Legislative Council, occupied the chair; Mr. Thomas Mort was in the vice-chair, Mr. Augustus Morris being to the right of the chairman, and Mr. C. Robinson to the right of the vice-chairman. Among the other gentlemen present were the Hon. J. Young, Canadian Commissioner, with Mr. Fleming, and Mr. J. Brown, his assistants, Messrs. Renwick and Bernays (Queensland Commissioners,) Mr. H. C. Just, (Tasmania Commissioner.)

After the toast of the "Queen" and "Royal Family," several local toasts were proposed.

The CHAIRMAN on proposing the toast of the evening to Messrs. Morris and Robertson, said :—He would observe in the first place that this banquet was given to their guests—Mr. Morris, the Executive Commissioner; and Mr. Charles Robinson, the Secretary to the Philadelphia Exhibition. (Cheers.) And he wished to be excused if he did not say a single word about anybody else. He was quite willing to believe that other gentlemen were deserving of their acknowledgements for services which they had rendered at the late Exhibition at Philadelphia; but their business to-night was to do honour to Messrs. Robinson and Morris, and he thought this was quite enough for one evening. He regretted one thing, and that was this—that this place, so well suited for the purpose, for which it was intended, was so badly suited for their purpose on the present occasion. (Cheers.) Although they were surrounded by the fruits of the labours of Messrs. Morris and Robinson—although in the middle of the Canadian annexe they were surrounded by the Canadian and American exhibits which those gentlemen were the means of bringing to our shores—yet he took leave to say, and he was sure that they would agree with him, that although they were so proud to see these exhibits here, yet he thought they would all feel most uncomfortable in having their banquet under such adverse circumstances. He was not one of those who made a speech simply for the purpose of being reported. He desired to speak to the hearts and minds of those whom he addressed, and that could hardly be done there. He should have refused to take the position he now occupied, but seeing that Mr. Morris was one

of his earliest and most sincere friends, he could not think of doing anything which would tend to render injustice to his exertions. When Mr. Morris was, at a somewhat late period, offered the position of Executive Commissioner, he did him the honour of asking his opinion as to whether he should accept it or not. He at once told him that he thought he ought to have no hesitation in taking it. He said, "Take it at once. You are admirably fitted for the position, and the position is the very one for you. You certainly have undertaken this without fee or reward. [Mr. Robertson: Hear, hear.] This may be a duty. But I said you will delight in the performance of that duty. You will do it well, and I have no doubt that the public of this Colony will most gladly be willing to testify to the value of your labours. I hope that your services will some day be rewarded in a manner in which they deserve." Gentlemen, we are here to-night in order to realize one part of his anticipation, that was to show their recognition of the services Mr. Morris had rendered, and he hoped yet to see the day when his services would be recognized even in a more satisfactory manner. (Cheers.) He knew that his friend might not agree with him when he uttered these words, but still they came from his heart; and he thought that if his services were not recognized hereafter that the Colony would commit an injustice—(cheers)—and he hoped Mr. Robinson would excuse him if he had not hitherto mentioned his name. He had been sacrificing something on the altar of old friendship, and he was sure he would feel the force of that. But he knew they all had reason to acknowledge the services Mr. Robinson had rendered. (Cheers.) Before Mr. Morris was appointed as Executive Commissioner, a great deal of duty had to be done. Mr. Robinson was appointed Secretary to this Commission, and, by the evidence of all those who took an interest in this country, he had done much work in preparing the exhibits for the Philadelphia Commission; and he was sure that he performed those duties in a manner that no other man could have excelled; and when he proceeded to California they knew that he had a difficult and responsible task to perform. He was left there with those responsibilities upon his shoulders, and with somewhat indefinite instructions. They knew that under those circumstances Mr. Robinson did the very best thing he could have done, and that partly owing to his judgment and readiness the Exhibition, as far as New South Wales was concerned, turned out a success. (Cheers.) During the whole of the time Mr. Morris was incapacitated from work by a serious illness, when in America, Mr. Robinson performed his duties in addition to the ordinary labours falling on him, and did so in a manner not only to obtain Mr. Morris's approbation, but also to entitle him to the approbation of all those connected with New South Wales. (Cheers.) In fact they knew from Mr. Morris in what an intelligent manner Mr. Robinson went through this work (cheers,) and therefore he was sure they were quite willing to recognize his services in the most ample manner. And he would take leave on that occasion to say that they were celebrating the most extraordinary fact of two gentlemen having been appointed to perform the particular duties for which they were eminently fitted. He thought those two gentlemen had shown that they were about the best fitted for the respective positions they were selected to fulfil. (Cheers.) He thought that on all hands it would be acknowledged the late Government had acted most admirably in making these appointments, and he hoped the present Government would follow their example in appointing to the different positions in the State the men best fitted to

discharge the duties pertaining to them. He thought that Mr. Morris had shown that he was the right man in the right place. (Cheers.) He did not mean that Mr. Morris was qualified to be, as it had been put, a vulgar blower. He thought that was far from his character. He thought that whatever might be observed in his character, one thing was evident—that he took very great care as to the correctness of the information he gave, and to qualify every praise which he gave in the necessary way; and he was quite sure, as had been said by Mr. Piddington, that Mr. Morris did not claim any more credit for New South Wales than it deserved. And there was another thing he was sure of, that Mr. Morris, in going to represent the interests of New South Wales, did not claim anything for this Colony by way of disparagement of the other Colonies. He was quite sure that while he claimed full justice for New South Wales, that there was in his mind, as there was at the bottom of his heart, a desire to represent the whole of Australia in the most favourable possible view—that he thought of Australia as a whole; and that was the spirit, he hoped, in which they would ever appear before the world (cheers,) in which they would ever claim to be great in the eyes of the world. (Cheers.) He believed that in following the whole history of this Exhibition, they would find they owed a great deal to both the Executive Commissioner and the Secretary; they would see that these gentlemen had been sedulous in advancing every information that could have been of value; they would see that they had been earnest in obtaining every information with regard to the Colony which could do it good. (Cheers.) And he thought they could perceive by the comments of the American press that their effort had been eminently successful. They all had opportunities of learning from the Australians who visited the Exhibition at Philadelphia that both Mr. Morris and Mr. Robinson performed all the duties of their position in a manner to earn their gratitude. (Cheers.) He had heard from various sources testimonies of their services in that capacity. A gentleman who sat near him, and whom he was happy to see there that night, and whose presence they ought to be proud—(cheers)—he meant Mr. Young—(cheers)—whose presence there that night was in a large measure owing to the exertion of Mr. Morris—he was sure Mr. Young had told him how much he appreciated the conduct of Mr. Morris through all the Philadelphia Exhibition. That testimony was most valuable. He was not there to-night to enlarge on the benefits which had arisen from that Exhibition. He was there simply to put to them the question—Were they satisfied with the services of these gentlemen who were their guests; whether they had deserved well of the country? And he was sure that their acclaims would testify that they were fully sensible of the services they had rendered to this Colony, and that in the future they would occupy that position to which their services entitled them. Without detaining them further, he proposed “the health of our guests, Messrs. Morris and Robinson.” (Loud cheers.)

Mr. MORRIS responded in an eloquent speech, of which the following are extracts:—
I will not trouble you with a recital of the material lessons we learned during our mission, as more fitting occasions will arise, and we have already pointed out in our published reports many of those inventions and appliances of the United States and Canada which, if adopted, are capable of advancing the progress of Australia; and we are surrounded by some of the evidences of their existence. But I will say that my study of the circumstances and conditions of another and noble country has made me

a better Australian than when I left these shores. I can now more fully understand how great a future is in store for New South Wales and the other Australian Colonies; for, taking climate and soil and mineral wealth into consideration, I think we have, especially in this Colony, as great elements of prosperity as there are in any equal extent of country in America; and that if we become as industrious as our brethren in the United States and Canada, we shall soon cover the land with the homesteads of a happy and numerous people. (Applause.) The occasional droughts should be, as certainly they must become, incentives to industry and providence. As the long winters of America, which cover deep with snow the whole land and its herbage, compel the farmers to lay in stores of hay and fodder for the sustenance of their live stock, so our droughts will force our people to raise gigantic stores of food for their sheep, and cattle, and horses during the seasons when the earth is clad with a superabundance of grass and herbage, which, if left unmowed and ungathered, will as usual perish under the scorching rays of the sun. And here comes in the value of much of the machinery which has been invented in America, which renders it possible to make provision for our live stock for times of scarcity. Indeed, if we desire to learn lessons of thrift and economy, and how best to develop the abundant resources of Australia we should take them from the United States and Canada. There the same race as ourselves have solved the very problems which are set before us, and all we have to do is to avail ourselves of their labours, and reap where we have not sown. (Applause.) But we must not forget that we have other kindred on the American continent whose example we may safely imitate in everything—be it in their skill, their industry, their indomitable perseverance, or in their political institutions. Our statesmen, our agriculturists, and our manufacturers will find in the Dominion of Canada numberless objects worthy of their deepest study and closest imitation. (Cheers.) Nor may I forget to acknowledge the great help and encouragement I obtained from the representative commissioners of the other Australasian Colonies. As the mother colony of them all, to use the happy application of my talented friend Mr. Reid, the others conceded to New South Wales the post of honour whenever occasion arose, and Sir Redmond Berry, on behalf of Victoria, was the first to propose the concession. Sir Redmond Berry, the generous scholar; Mr. Davenport, of South Australia, that most perfect of gentlemen Dr. Hector, of New Zealand, who so well sustained the scientific reputation of his Colony, and Mr. Mackay, the indefatigable commissioner from Queensland, one and all afforded me every assistance in their power, and to those gentlemen, of whom their respective Colonies may well be proud, I owe many thanks. (Applause.)

Mr. Robinson on rising was loudly cheered, and among other statements in his speech said:—Looking at what had been done in America, he thought the two great needs of Australia were railroads and immigration and he was glad to believe that the public mind was becoming alive to their importance. The magnificent lakes and rivers of America formed highways for trade ready to their hands; but it had been found that water communication was not quick enough or straight enough to satisfy modern requirements. That was a fact which had special significance for Australia, because it showed us that rivers were not by any means indispensable in opening out the country. He had travelled many thousand miles over American railways. He noticed that the lines were laid on the banks of the rivers; and

that while there was little water borne traffic on the rivers, and still less on the canals, the steam locomotive might commonly be seen on both banks of the streams. If we did not wish to see the scattered population of this country relapse into a state of semi-barbarism, we must do all we could to attract people to settle here, and we must intersect our extensive territory with railroads as rapidly as is practicable. Railways appeared to him to be among the most potent civilizing agencies of the time, and they were more urgently needed in this than any other country, if only for the reason that without them there was scarcely any description of agricultural produce here which could be said to have any steady value. Much as he had seen to admire in America and other countries through which he had passed, he still felt, on returning to Australia, that there was no place like home; and the people of New South Wales could never appreciate so fully the advantages of their favoured land until they left it. (Cheers.) He would not trespass further on their patience, but would conclude by again thanking them most warmly for the kind way in which they received the mention of his name. (Cheers.)

Mr. T. S. Murr proposed the toast of "The Commissioners of Canada, Queensland and Tasmania." (Cheers.) He said he thought he had scarcely been fairly treated, as the honours had been to freely imposed upon him, and too little had been placed upon other gentlemen present. He was very sorry that the toast he had now to propose had fallen to the lot of one so utterly inadequate to do it justice. (No, no.) But his heart was most truly in the matter—no man's more so; and he was only sorry that his speech refused to give proper utterance to his feelings as he fain would do. Perhaps at this advanced period of the evening it would be more becoming of him to simply propose this toast, and ask them to bid welcome to those gentlemen with all their hearts, and to hear what they had to say to us, which would be far more valuable than anything he could say. There was one gentleman there, the Hon. John Young, of Canada—(cheers)—whom he was particularly anxious to hear; for they would remember that Mr. Young had gone through all those experiences in Canada which we had partly gone through here. He had fought the battle of free trade—(cheers)—and he had won it. And he had fought that great battle which we had still to fight—the battle of Federation. He was sure Mr. Young had that to say to them which would be of the highest value upon this most momentous subject. It was a great thing to feel from how small a beginning great things might come. (Cheers.) When their late friend Mr. Howard Reed first suggested the formation of that Agricultural Society in the integrity in which it exists at present, they had very little idea that it would ever bring such distinguished men from that distant land of Canada. (Applause.) But so it was, and they could see there the exhibits of that country which had done so much in all those matters which make a country great. The people in Canada were of the same race as ourselves, and we might profit by their example to a greater extent than we could yet understand. It was a matter of great gratification to him to see these gentlemen—the Commissioners from Canada, Queensland, and Tasmania. (Applause.) He was only sorry he was not able to include commissioners from the other Colonies. (Cheers.) He did think if they could only get heartily to combine in those gatherings it would lead them on to that great bond of confederation in these Colonies, and free trade between the whole. (Cheers.) He would trouble them no longer, but would ask them to give a hearty welcome to the gentlemen who had

come to visit us upon this occasion, and say how cordially they recognised their presence amongst us. (Cheers.)

The Hon. JOHN YOUNG, Representative Commissioner from Canada, who was received with cheers, said it seemed to him that his first duty, as the Canadian Commissioner, was to express the pleasure and satisfaction he felt in being there to-night, and of having the opportunity of joining with the people of Sydney in this grand demonstration of honour to Messrs. Morris and Robinson for their efforts to promote the interests of Australia, at the late Centennial Exhibition of Industry in the United States. (Cheers.) At that Exhibition Canada made as strong a show as she could of her industry and products, and it occurred, he believed, to Mr. Morris, that it might be a good thing for both Canada and Australia if some of these exhibits could be sent to their present Exhibition. This met with the approval of Mr. Robinson and the other commissioners. Mr. Morris came to Montreal, and before the Board of Trade there, and at other places urged the importance of Canada being represented at Sydney. The Canadian Government, to their credit, said, "We will pay the freight and charges on all goods which manufacturers may send out." This was accepted, and two vessels were loaded, one at New York and another at Montreal. They were late in arriving here, but through the energy of Mr. Fleming, his assistant, they had been enabled to make a good show, aided with the help of the Agricultural Association and their active, intelligent, and ever present secretary, Mr. Joubert. Some of their finest agricultural machines have not yet arrived and are still at sea, so that their exhibits were not so complete as they intended. From all this it would be seen that his being here as Canada's representative has largely depended on the Australian Commissioners inviting them to be present, and especially so to Mr. Morris. (Cheers.) He could not help thinking that this action of Canada will lead to good results in the future, for while trade and commerce between the two countries will be increased, the ties which bind kindred people like ourselves together will be made stronger. (Cheers.) For all this Mr. Morris and Mr. Robinson deserve all the honours they could give them; and while that meeting was no doubt gratifying to these gentlemen, by this public approval of their conduct, as such demonstrations are to all public men, it would be hoped also prove an incentive to them for future action in the public service. (Cheers.) He thanked the chairman, in the name of the Canadian people, for all his kind words in reference to Canada, nor should he fail to make them known there. He had correctly said that Canada is a great country. She has had, like yourselves, great difficulties to contend with in the development of her position. Nature has been very lavish in giving her those grand inland lakes, rivers, fisheries, mineral deposits of coal, iron, copper, &c., but it was left to the people of Canada to utilize those great national advantages by artificial works of vast magnitude. The difficulty there has been—as no doubt it is with you—to get men to look even a little way into the future, and provide for that future. This also had been the case in the United States. The great De Witt Clinton, of the State of New York, amidst ridicule, proposed a canal to unite the waters of the Hudson with those of Lake Erie, a distance of 392 miles. The locks were 19 feet by 4 feet deep, but two years after its completion, in 1829, its enlargement was insisted on. It was enlarged in 1847 to double its former capacity, and now there is an agitation to have it again doubled. Canada has gone through the same mistakes—her canals, originally of 19 feet, were enlarged to 26 feet, and now, in two years more, there

will be locks of 45 feet to enable vessels to descend from the head of Lake Superior to an ocean port on the St. Lawrence without breaking bulk. (Cheers.) With us in Canada the great question is how to cheapen transport between the producer and the consumer, and this was the great question for all statesmen to consider in every country. Every penny saved in transport adds to the national wealth. Ocean transport is four times cheaper than by large canals; canals four times cheaper than the railway, and the railway ten times cheaper than the common road, but while some countries have facilities for canals, others can have only railways. Fifteen years ago they were in Canada situated exactly as you now are in Australia. The Dominion of Canada of to-day, was then divided into different colonies, each of which had its Governor from England, and was independent of all the others. Each one had its separate tariff and its separate army of Custom-house officers. Canada could not buy a barrel of fish from Nova Scotia or New Brunswick, nor could those colonies buy the flour they wanted from Canada unless a heavy duty was paid on it. The imports and exports by the St. Lawrence were burdened by high insurance, in consequence of the want of lighthouses on the coast, which the smaller colonies did not care to build. They had no connection with the lower Colonies in winter, except by sleigh through the forest. In fact, by the policy pursued, and as your people were seemingly doing now, they were trying to do, without knowing it, as much harm as they could to each other. At last an effort was made to change this state of things, and on the invitation of Canada all the Provinces met at Quebec, and after long discussions agreed on a series of resolutions, to unite together under one General Government and under the name of the Dominion of Canada. (Cheers.) Practical effect was given to this by the Imperial Parliament; and under this Act the first meeting of Parliament took place in 1868. England now appoints the Governor-General only. The Federal Government appoints the Lieutenant-Governor, and Parliament have the sole power over navigation, general laws, lighthouses, entrances to harbours, telegraphs, canals, and whatever may be for the general good. (Cheers.) Since confederacy they have built a Railway of about 700 miles from Halifax, to connect the Maritime Provinces with the interior; they are building canals which in two years will allow vessels of 1,000 tons to sail from the head of Lake Superior to an ocean port on the St. Lawrence, a distance of 1,800 miles; they have annexed British Columbia on the Pacific to the Dominion, and no doubt the important province of Newfoundland will soon join; they have begun a railway to the Pacific, in British Columbia, and they have nearly connected the Pacific by telegraph with the East. (Cheers.) They are deepening the bars of harbours, and deepening rivers to admit the largest class of ships. They have within a few years erected upwards of seventy lighthouses and fog-whistles, by which cost of insurance has been vastly reduced. He might refer to other acts for the general interest, carried out by the General Government, but what he wished to say was that none of these things could have been done had the colonies remained separate, for none of them alone could have done it. With confederation they secured a free trade between each Province, and the fishermen at the east can now exchange his fish or what he had to sell with the farmer at the west. The army of Custom-house officers was disbanded, and duties are now collected for revenue only and only on the frontier. The result has been highly satisfactory and advantageous to the country. By this union, our country is no longer a mere set of disconnected states

or Provinces, each having its respective rights; but they at once become a power with free commercial intercourse with each other, under one general Government, and through this they vastly increased their financial, military and political power as well as their general prosperity. (Cheers.) He had made these remarks in reference to Canada for the purpose of offering an opinion as to the present position of the Australian colonies. Perhaps I take a very great liberty in doing so—(no, no)—but it seemed to him that after having travelled through New Zealand, Tasmania, and Victoria, that he might do so. (Applause.) The position of Australia was so similar to what theirs was in Canada a few years ago, that he hoped they would excuse him. (Cheers.) He had lived in Canada for over fifty years, had been actively engaged in its commerce and had done his part in helping on its improvements. What he desired to say, was, that if the policy of Canada was followed in Australia, of meeting in convention to discuss whether it would be advantageous for all of the Australasian Colonies to unite together under one general Government, say under the name of the Dominion of Australia. They had in this island continent one of the greatest and finest countries in the world. (Cheers.) Divided as they now are they could do but little comparatively; united they could do anything in developing the vast interests of the country, not for one section or colony only but for the whole, and in thus promoting the general interest they would benefit almost every individual. (Loud cheers.) Good as the credit now is of every Australian Colony it would be still better united—and railroads, harbours, lighthouses, telegraphs, &c., could be built for the general interest, and a free trade between all the Colonies secured. Again he would ask pardon for alluding to this matter, but having been a witness to the good results of Confederation in Canada, he had not been able to resist telling them of it. He had become so convinced from what he had already seen of the future greatness of Australia that he believed they were quite in their infancy now, and their progress, even in the next twenty-five years, will far surpass the last twenty-five, especially if the principal of union is adopted. He hoped to live to meet a united Australia, with her wonderful products, at some Dominion Exhibition of Canadian industry in Canada, and not only of Australia, but of the British West India Islands united. Such a meeting of Anglo-Saxons would go far to make true the words of his immortal countryman Burns, who, in his great song, said,—

“ For a’ that, an’ a’ that,
An’ come it will for a’ that;
That man to man o’er a’ the earth
Shall brothers be for a’ that.”

Mr. BERNAYS (Queensland) said that the Government of Queensland, having provided the National Association of the colony with the necessary funds, he and his colleagues had been delegated by the association to visit the Exhibition, and they regretted extremely that, owing to the late period when they undertook the task of collecting exhibits, they were unable to have the colony so fully represented as it might be or ought to be. The comparatively few exhibits in the building, in no sense, or in a very imperfect way, represented the resources of the material wealth of Queensland. The Commissioners were there in a double capacity: that of representing, or attempting to represent the colony, and some of the products of Queensland, at this Exhibition, and that of endeavouring to exert an interest in the exhibition to be

held in Brisbane, in August next, which would, he hoped, be favoured with a fair number of exhibits, illustrating the arts and manufactures of New South Wales. (Applause.) He could not but feel—and the feeling was shared in by many who watched the progress of the two societies in New South Wales and Queensland—that this interchange of visiting would do much to strengthen the bonds of friendship and cordiality between the two colonies, which commercial estrangement would never cement. (Applause.) Good results, he considered, would arise from this co-operation to act together, and would conduce to the advantage of both. (Applause.)

Mr. JUST, of Tasmania, followed in an eloquent speech, approving of these Colonial Exhibitions, which induced a spirit of rivalry amongst all the Colonies. He complimented New South Wales on her Free Trade policy, and now what was wanted was that we should act together, and he believed with Mr. Young, that expenditures on railways to cheapen transport from the interior of all the Colonies would result to the benefit of all. (Applause.)

COMPLIMENTARY DINNER TO HON. JOHN YOUNG, CANADA.

[From the Sydney, N.S.W., Herald, 30th May, 1877.]

Yesterday evening a complimentary banquet was given at the Sydney Exchange, to the Hon. John Young, representative Commissioner for the Dominion of Canada. There was a large attendance, about one hundred gentlemen having sat down to the banquet. Sir James Martin, C.J., occupied the chair; the Hon. Alexander Campbell, M.L.C., and Mr. T. S. Mort, occupied the vice-chairs. Among the guests were the Hon. John Young, who sat on the right hand of the chairman; Sir Alfred Stephen, C.B., K.C.M.G., Lieutenant-Governor; Hon. John Hay, President of the Legislative Council; Hon. Saul Samuel, (Postmaster-General); J. Docker, M.L.C.; J. Robertson, M.L.A.; T. Holt, M.L.C.; S. D. Gordon, M.L.C.; W. C. Windeyer, Attorney-General; G. A. Lloyd, Minister for Mines; F. B. Suttor, Minister for Justice; — Chisholm, M.L.C.; Messrs. A. Stuart, M.L.A.; H. C. Dangar, M.L.A.; W. H. Suttor, M.L.A.; H. Price, A. Morris, W. Wallis, P. M. Trebeck, S. A. Joseph, T. Robertson, W. A. Broadribb, Captain Eldred, Captain Smith, Messrs. J. Joubert, D. Dixon, J. Fleming, W. Bradley, J. Ager, and other gentlemen.

Excuses for non-attendance from unavoidable causes were received from Mr. J. H. Williams, American Consul; Mr. E. W. Lamb, Commissioner for Queensland; Hon. J. White, M.L.C.; Hon. J. Hoskins, Minister for Lands; Mr. G. R. D'Abbs, M.L.A.; Mr. J. J. Calvert, Mr. E. L. Montefiore, Dr. McLaurin and Dr. Cox.

The banquet was provided under the caterership of Mr. Gannon, of the Exchange Hotel, whose noted taste and skill in these matters was never displayed to more

advantage than on this occasion: the repast was not only admirably cooked and excellently put upon the table, but the attendance was deserving of the highest praise.

The usual loyal toasts, "The Queen," "The Prince of Wales, and the rest of the Royal Family," and "His Excellency the Governor," were proposed by the Chairman in fitting terms, and were honoured in all due enthusiasm by the gentlemen present.

The CHAIRMAN, who, in proposing the toast of "The Hon John Young and the Dominion of Canada," was received with prolonged cheering, said there was no event, however important, that did not require a great number of circumstances to bring it about, and, generally speaking, it was exceedingly difficult to pick out the exact cause most important in creating an event. They had all heard of a general who lost a country because his horse lost a nail from its shoe; the nail was lost, the shoe came off, the horse became lame and threw the general, and thus all was lost. The logic, perhaps, was not very good, because the country might have been lost from a variety of causes. But on the present particular occasion, whatever might have been the causes leading to their gathering, there was one prominent, and it was that from the 4th of July, 1776, a number of persons, year by year, declare their independence; to that declaration, perhaps as much as anything else, they owed their present gathering. Year by year that people had celebrated their great occasion, and for more than half a century at their gatherings it was the custom of orators to indulge in expressions in no wise favourable to the mother country; while strong language was used towards George the III. and his Ministers and to the British people. It was somewhat singular, however, that the hundredth anniversary of the independence of the American people should be celebrated by a gathering at which the most numerous, most important, and most enthusiastic strangers were Ministers and people of the British Empire. (Cheers.) The people of the Mother country and the people of the Colonies attended at the invitation of no less a person than a Minister of the Crown, while the official at the head of the British section on that occasion was no less a person than Her Majesty's Minister at Washington. Under these auspices and circumstances did the great gathering take place, and but for the great Declaration they should not be now entertaining the Hon. John Young, the Commissioner of Canada. It was on the occasion of that great gathering that they heard of Canada, and became personally acquainted with her for the first time. The acquaintance was made under very favourable circumstances, and he might say that on that occasion almost all the animosity which originated more than a century ago between the old thirteen Colonies and the mother country had disappeared. Those Colonies of three millions of people had become forty millions; in every work of art they showed they were worthy descendants of the people from which they sprung, and their inventions were at least equal to those of the old country. Their enterprise, their wealth, their industry, and ability to develop resources of all kinds, he would not say had not been equalled, but he would say had seldom been surpassed. They now had an opportunity of witnessing the marvellous advances the American people had made in the course of a century. They were, however, on the present occasion not called upon to laud the people of the United States, for they did not require it, but to do as much honour as they could to the greatest of the British Colonies in the person of its representative, who had honoured them with his presence that evening. They were called upon to recognize the favour

extended to them by that great Colony in sending a representative such a long distance to their small Exhibition. It was little more than a century since the cession of Quebec to the British arms. From that time it had been a British Colony. No doubt there was a time when the Canadians—he meant the Lower Canadians—were not so strong as they ought to be, or as they were at present; but, taken on the whole as a British Colony, there had been no more loyal portion of the empire, and there had been none more energetic. No doubt, the Canadians had colonized under very favourable circumstances. They had a system of water-carriage unequalled beyond anything in the world; in no place in the world but Canada could ocean vessels go for two thousand miles into its interior. They had lakes like seas, but not content with those very great advantages they had made them still greater by works of the most gigantic magnitude, and for years they have had the Canals to take vessels throughout the rivers. Vessels of three thousand or four thousand tons would before long be able to go from sea into the centre of Canada without landing any portion of their cargo. They had also constructed the greatest railway bridge in the world, and be believed he was justified in saying that that great work—he meant the Victoria bridge—was devised by the hon. gentleman who sat on his right. (Cheers.) He was not perhaps the engineer, but he projected the work, and in works of that kind the projector was as important as the man who carried them out. Canadians, however, were not celebrated alone for their great public works; they were celebrated otherwise; they had shown that in courage and pluck they had been worthy scions of the old stock. (Hear, hear.) Although their population did not yet number four million people, some eight or ten years ago they organized, although perhaps imperfectly, a volunteer force of 650,000 persons, and in a more compact form a militia force of 50,000 or 60,000 men; so that when there was danger to the British Empire being brought into collision with the neighbours of Canada, they were prepared to take their chance with the rest of the Empire, and throw in their lot with it. (Cheers.) There was a good deal of talk at the time that it would be a wise thing to separate, and so not be drawn into the wars of the mother country; but in the most manly manner they declined to take that course, and although confronted with a nation ten times their number they were prepared to stand by the old banner and take the consequences. (Loud Cheers.) Much of the indomitable spirit they displayed was due to the race from which they sprung—the hardy northern people who had colonised that part of the world.—the hardy Scottish race. (Hear, hear.) They had showed their ability to endure the roughness of climate there, and with their perseverance and pluck, and he might say doggedness, which made them remarkable, made Canada what it was. They had a grand physique, and endured the winter that lasted five months, and surpassed in coldness anything an Australian could conceive, and they had the Indians in the early days; but they had a good soil, and in the summer season a fertile one, and with all these advantages and disadvantages made the Canadian Colony one of the most prosperous places in the world. It was surely a pleasure and an advantage to be brought in contact with a representative of a Colony like that. Life in Australia had been too easy; it had no difficulties of climate to contend with nor any hostile nations; everything was quite easy, and opportunities had not arisen to evoke that spirit which, perhaps, they possessed, to bring them to the front. Canada was a Dominion; that was another term for a confederation, but

he was not going to address them as to whether confederation was good or not. The confederation of Canada, however, was to guard against external enemies, and from the very earliest history such confederations were allowed to exist. The value of the confederation of the Dominion arose from it being locked side by side with the United States of America, and having three thousand miles of border line along which there were interests at conflict—interests arising from tariffs, jealousies, and heart-burnings. One danger that threatened the union of the different portions of the empire into one body was the injury some of its parts might sustain from treaties made at home without due regard to its interests. The Canadians had seen that another loyalty had been tried by the unwise action of statesmen in the Mother country. The same thing had occurred with regard to the influx of Chinese in Queensland. Because a treaty was made by which a few curious Englishmen might travel through China, the Chinese thought themselves justified in pouring into an English Colony in thousands, and going where they liked. The question was of national importance, and he might, he thought, be pardoned for bringing it forward, for Queensland had tried to stop the influx of Chinese, but was told that to do so would be contrary to treaty. Those were the things that would test the loyalty of the Colonies, and would unite the Colonies, if not bring about estrangement with the Mother country. Every community had a right to protect itself against invasion of any kind, Chinese or any other, and they also had a right to protect themselves from people who came to them without arms. The Canadians were fortunate in having a Governor who was one of the leading statesmen of the Empire, of great political power, and large experience, and he was the sort of man to be sent where there was responsible government, and not a man who had been a clerk and shifted from one small independence to another, until he had attained the high position of a governor. New South Wales was a member of a federation that comprised in the British Empire a quarter of the whole habitable globe; go where a person might he could not get out of it; the thin red line so well known in the Crimea was nearly everywhere to be seen, except perhaps in South America. The old Roman Empire was nothing to it, and what federation was equal to it. They should do nothing to disunite themselves from the British Empire. If there was a confederation he hoped it would include the American and all Anglo-Saxon people. A gentleman once told him that at a dinner given by President Grant, at Washington, when there was a good deal of talk about inviting Queen Victoria to America, it was said that if Her Majesty went she would be regarded as the head of the Anglo-Saxon race, and the President as nobody. The day would come when the Anglo-Saxon race would be very closely united; already the great names of England and America in literature and Art belonged to both; the great men of both countries were in measure looked upon as the property of each, and he hoped the feeling would increase, and that a gathering like the present one would foster it. He hoped they would appreciate the glories of the great Empire, and, if need be, shed their last drop of blood to maintain its old renown. (Cheers.)

The Hon. J. Young said, in reply:—I thank you, Mr. Chairman, for all the kind words you have said regarding myself; but I thank you still more for your eloquent remarks in reference to Canada, and to all of the gentlemen present who gave your toast so warm a reception. As most of you are aware, my mission to Australia from the Government of Canada, was not only to be its representative at your Exhibition of

your industry, but to ascertain and report whether, in my opinion, trade relations between the two countries could be increased and promoted. Canada has now a population of four and a-half millions. Their industries are various, but the nearest neighbour is the United States, who, by a miserable policy of protection, shut out the products and manufactures of Canada from their markets. Under these circumstances Canada has to find a market for her surplus manufactures. At the Exhibition in Philadelphia last year Canada was an exhibitor, New South Wales and other Australian Colonies were also exhibitors, and from the good show Canada made your commissioners there, and principally through my friend and your energetic citizen, Mr. Morris—(cheers)—Canada was asked through her Government to send part of her exhibits here. This the Government of Canada assented to, and I was chosen to be Canada's representative, not only at the Exhibition, but to visit all the Australian Colonies, and to report whether, in my opinion, as an old merchant, trade can be increased between Canada and Australia. After visiting New Zealand, Tasmania, Queensland, Victoria, and New South Wales, I have come to the conclusion that our trade relations can be increased. (Applause.) I am well aware that in this and all other markets, Canada has a powerful competitor in her brother Colonist Jonathan,—I mean the United States. Jonathan, as you are aware, is England's eldest boy. She settled him in America, and I think the mother ought to be proud of such a son. (Cheers.) I believe, from my knowledge of the Americans, they are equally proud of their mother, and if the old mother country was ever getting into trouble, it would be found that blood was thicker than water. (Cheers.) It is true that Jonathan quarrelled with his mother, but I believe that there are few who will not now admit that in the quarrel Jonathan was right, and that the world has been benefitted by his defence of the principle that there must not be taxation without representation. (Applause.) In Canada Jean Baptiste and the Blue Noses of the Maritime Provinces hold on to mother England, and the great problem has yet to be solved, which government is best calculated to advance the interests of the people. I hold that under our and your system we have a more democratic form of government under responsible government, and one more subject to the will of the people. (Applause.) Time will decide this. But Jonathan in trade with Canada and the outer world has pursued, and is now acting, on the principle of protection to home industry. Canada had a reciprocity treaty with Jonathan in all natural products. This treaty expired by limitation, but while Canada continued and now admits the products of the United States duty free, Jonathan charges twenty per cent. duty on Canadian products, and in some instances much more. We in Canada are, therefore, compelled to find other markets for our industry—hence my appearance among you. (Applause.) We ask for no special protection—we believe we can furnish as good and as cheap an article as Jonathan can give you; and of this you must be the judge. In numbers Canada is far inferior to the United States; but as we have no duty on raw materials entering into our manufactures, and as we think ourselves in Canada equal in every respect to the Americans, I have no doubt that the northern people of that Continent will ultimately prove superior to their southern brethren. (Applause.) I am glad, Mr. Chairman, of this public opportunity to thank the members of the Agricultural Association of New South Wales for their kindness to myself and to my

assistants during the Exhibition. From experience in such matters, I know what a difficult task it is to carry out such an enterprise; and I feel it a pleasure here to-night to bear testimony, from almost a residence in the Exhibition building for some days, to the admirable exertions of the Secretary of the Association, Mr. Joubert, and of Mr Wallis, their Chairman. Mr. Joubert may have been faulted by some, but, from what I saw, the wonder to me is how he did so well. (Cheers.) I am glad also of this public opportunity of thanking the citizens of Sydney for their open-hearted kind hospitality—and, indeed, wherever I have been in New South Wales and the other Colonies. I shall not fail to make this known to the people of Canada through the Government; and when Canada has an exhibition of her industry, I know you, and all the Australasian Colonies will be asked to join; and when you come you may rely that all your kindness to me, as their representative, will be returned with compound interest. (Applause.) The late lamented Prince Albert did a great work when he inaugurated the Industrial Exhibition of 1851; and I think New South Wales, in asking Canada to be present here at your Exhibition, has done a work which will prove advantageous to both countries. (Applause.) I again beg to thank you, Mr. Chairman and gentlemen, for your attention and kindness. (Continued applause.)

The Hon. JOHN YOUNG rose and asked permission to propose a toast which, being granted, he said: The toast I desire to propose is "Prosperity to New South Wales and the Australasian Colonies." (Cheers.) Mr. Chairman, I am not yet quite equal to do justice to this toast. It is true I have travelled through New Zealand, Tasmania, Queensland, New South Wales, and a part of Victoria, but I have not yet seen Western Australia nor South Australia. The impression on my mind is that Australia is destined to be a great controlling power over the commerce of this part of the world. The result, however, depends on the people of the various Colonies. They may retard or they may hasten the development of its vast resources. Cheapness of transit between one place and another, and across the Continent, can only be accomplished here by railways. In this direction you have in a short space of time done wonders—but allow me to say, not always, as it seems to me, with the best judgment. Each Colony has acted as regards its railway policy as if there was no other Colony. For instance, Queensland has her railway of 3 feet 6 inch gauge; New South Wales of 4 feet 8½ inches—while Victoria's gauge is 5 feet 3 inches. Now, a time is fast approaching when the whole country will have a continuous railway from north to south and from east to west. A difference in the gauges of the roads necessitates a transshipment of freight and of passengers. Such a transshipment, in time and labour, is equal to the cost of a hundred miles of railway, and of course increases the cost of carriage. In Canada we have made similar mistakes as to railways. We had a gauge 5 feet 6 inches, 4 feet 8½ inches and 3 feet 6 inches. But after a trial it was found trade was being driven from us by our unequal gauges, into the United States, where the 4 feet 8½ inch prevails, and we were obliged, on the main lines, to change to an uniform gauge of 4 feet 8½ inches. I mention these facts to show that in a country—such a country as yours—it is an absolute necessity for the good of all that in such matters there should be uniform action. (Cheers.) I have examined most of the principal harbours in the Colonies, and in these modern days, when it is found that the large ship can carry freight cheaper than the small one, it is necessary, both for steam

and sailing ships, to have your harbours adapted to accommodate the largest vessel. In Sidney you have one of the finest harbours in the world. (Applause.) I went over it the other day with Captain Mann and Mr. Moriarty, the Chief Engineer, and I was pleased to find that at lowest water a ship could come in drawing 28 feet. I visited also a splendid dry dock, of ample length, but only of 21 feet in the sill of the gates. This is a matter of great moment to Sydney; for your defences, in the event of war, depends on England's iron-clads; and you should have a place where these and other ships could be docked, with a channel of 28 feet. No time should be lost in providing another dock to take in ships of 27 or 28 feet. (Cheers.) On your railways in New South Wales—and everywhere I have been—you have nothing but English locomotives. In Canada we have a railway company called the "Grand Trunk," composed of English stockholders, running over a distance of 1,300 miles, who imported at first English engines, but gave them up because the Canadian and American locomotives were found to be superior and cheaper. Why, then, not try the Canadian—with their charcoal-made wheels—which can be bought at nearly 50 per cent. less than the English. I might go on and point out other things which have attracted my notice; but every step I take in these Colonies, and every day I am here, I am more and more convinced that however much you may improve and advance as separate Colonies, you can never become great as a country until you all join together in a united Australia, including New Zealand. (Cheers.) There may be objections, as we had in Canada; but every lover of his country and of its progress should try to sink all small objections and join together by sacrifices on one side and the other, if necessary, to make a unit of this glorious Island Continent, which in the future is to be the controlling power over all these southern countries and seas. If this were an experiment, I would not speak so confidently; but, as a Canadian, I have seen its commencement and its beneficial results there, and, under a belief you never otherwise can become so great, nor carry out all those works necessary for the development of this glorious Island Continent, that I have taken the liberty to express these opinions. (Continued cheering.) I ask you, Mr. Chairman and gentlemen, to join me in the toast of "Prosperity to New South Wales and the Australasian Colonies."

The toast was drunk with suitable honours.

Mr. T. S. MOOR responded to the toast. He scarcely knew to what he was to attribute the honour of being made the mouth-piece to return thanks for the toast of the prosperity of New South Wales and the rest of the Australian Colonies, which Mr. Young had so kindly proposed; he rather began to think it must be on account of his antiquity, for on looking around he really thought he must be that fossilised individual—the oldest inhabitant. (Laughter.) But to whatever cause that honour might be ascribed, he could only say that he esteemed it very highly, indeed, because he considered it no small honour to be the mouth-piece of the colonists of New South Wales and the other Australian Colonies. (Cheers.) He did not think they had properly considered the honour conferred upon them by the Dominion of Canada, in sending such a distinguished representative as the gentleman who had just spoken. (Hear, hear.) He hoped that the gathering of that evening, where he saw so many of the leading men of New South Wales assembled to do honour to the representative of Canada, would in some sort make up for their, perhaps, want of attention previously. This neglect was possibly to be accounted for, because, in the first place, the great

business of the Exhibition was superior to everything else; and, in the next place, Mr. Young himself was taken ill, and had to go away to Queensland, and they were therefore prevented from showing him the honour they otherwise would have done. They were very much indebted to Canada, and to our Commissioner at Philadelphia (Mr. Morris) who put such representation before the Canadian Government as induced them to send us such a distinguished representative as they were now entertaining. (Applause.) He returned his own thanks to Mr. Young, and he thought the thanks of the colonists generally. He trusted that the words of Mr. Young would be remembered, and that the same spirit would follow his words in Victoria. The result of this, he hoped, would be that something of that federation they were all longing for would take place, especially it should be in regard to such subjects as the defences which we may be called upon to make against a common enemy. Surely that was a subject upon which they might be federated. (Hear, hear.) Also upon the subjects of immigration, postal and telegraphic communication, and the great line of railway running through all this Island Continent, from one end to the other. Those were all subjects upon which we might be federated. He trusted that what Mr. Young might say in Melbourne would be in substance what he had said here, and that the result would be to erase from our common shield that bar sinister, if he might use the expression, the custom-houses upon the border. He hoped that what Mr. Young would take home with him from New South Wales would induce the sons and daughters of Canada, if ever they left their native home, to take the Southern Cross as their guiding star. They would receive a warm welcome in a land where all who labour earnestly and diligently find an honest return for their work. He was sure we all appreciated this visit in a much larger degree than Mr. Young and his confreres were aware of. We were by no means indifferent to the great good that would result from his visit. On behalf of New South Wales and all the Colonies he only gave echo to the sentiments they would express towards Mr. Young and his colleagues for their visit to us. (Cheers.)

The Hon. SAUL SAMUEL proposed the next toast:—"The Foreign Exhibitors at the late Metropolitan Exhibition."

Mr. A. STUART, in the absence of the American Consul, returned thanks for the toast.

The Hon. JOHN HAY proposed "The health of the Chairman," and Sir JAMES MARTIN having responded, the meeting terminated.

BANQUET TO THE HON. JOHN YOUNG AT MELBOURNE.

[From the *Melbourne Argus*, 9th June, 1877.]

The Hon. John Young, representative of Canada at the late Exhibition at Sydney, was entertained at a complimentary dinner at Scott's Hotel yesterday evening. The dinner was held under the auspices of the Melbourne Chamber of Commerce, and was attended by the leading members of the mercantile community, about 80 gentlemen

being present. Mr. W. Siddeley, President of the Chamber of Commerce, occupied the chair, having on his right the guest of the evening, and on his left Sir C. Gavin Duffy, the Speaker of the Legislative Assembly. The vice-chair was occupied by Mr. Richard Blackwood, who was supported by the Mayor of Melbourne, Mr. James Paterson, and the Hon. J. G. Francis.

After the usual interval,

The Chairman proposed the usual loyal toasts and the toast of His Excellency the Governor, all of which were cordially drunk.

The CHAIRMAN then proposed the toast of the evening, "The Hon. John Young and the Dominion of Canada." (Loud cheers.) He said there was nothing better calculated to impress upon them the importance and the magnitude of the kingdom to which they all belonged than the fact that they had among them the representative of a British Colony containing 4,000,000 of British subjects, who was visiting a Continent in the Southern Hemisphere containing 2,000,000 inhabitants, who were nearly all of British extraction—(cheers)—and who were here reproducing some of the social industries and national characteristics which distinguished our fatherland. (Cheers.) We must be all proud to belong to such an Empire, and must feel that it was our duty, as far as possible, to consolidate in every way that Empire. He believed they would agree with him that nothing was more likely to effect that object than commerce. (Cheers.) The interchange of commodities between different countries must tend to strengthen the ties that existed between them. He thought there were many products of Canada which would be of equal value to our Canadian brethren. (Cheers.) He believed one portion of Mr. Young's mission to these Colonies had been to form his own judgment, on behalf of the Government he represented, as to what probability there was of commercial intercourse being carried on between Canada and these Colonies with mutual benefit to both parties. He was not aware to what extent Mr. Young had found this result to be probable, but he (the chairman) was quite satisfied that at all events they would all join in wishing that his mission would result in good to both countries. (Cheers.) He concluded by cordially proposing this toast. (Loud cheers.)

The toast was drunk with much applause.

Mr. Young, on rising to respond to the toast of the Chairman, was received with loud cheers. He said: I thank you, Mr. Chairman, for your generous remarks in reference to Canada, and in the name of the people of that great country, as their representative, I beg to return you my hearty thanks, as well as to all of you, gentlemen, for the warm manner in which you received the toast. (Applause.) You are no doubt aware, from the references in the press, that my mission to Australia from Canada was to ascertain and report whether the trade relations between the two countries could not be increased. I have visited New Zealand, Tasmania, New South Wales, and Victoria, and from all I have ascertained, I think a direct trade between Canada and Australia ought to exist. In Canada, as you are aware, we have a most energetic and intelligent neighbour in our brother Jonathan, England's eldest boy—once one of our most enthusiastic Colonists. Well, Jonathan of late years has got into his head that the true and only way to advance the interests of his country is to act on the principle of protection to home industry. The result of this is to shut Canada

out of the markets of the United States by prohibitory duties. In Canada we have had, and have now, divisions on this question of protection and free-trade. When the late lamented Sir Robert Peel, in 1846, inaugurated his new commercial policy for England, the products of Canada and all the Colonies were protected—that is, they were allowed to go into consumption in England at a less duty than foreign products. Against this colonists had to pay a differential Imperial duty on imports, and they were not allowed to employ anything but a British ship. When Sir Robert Peel's policy was introduced there was a universal howl of alarm from Colonists and shipowners that there was nothing before them but universal ruin. Many of you will no doubt remember this, yet the result has shown that under this system of freedom the shipping interest and the Colonial interests flourished to an extent never before reached. (Applause.) In Canada, up to the period named—1849—we had no manufactures. I, with several of my friends of that day in Parliament, contended that manufactures should have a chance to establish themselves, and I moved that some 105 articles of raw materials, necessary to manufactures, should be admitted free of duty. After three years this motion was carried, and manufactures began in Canada, and have gone on increasing till now, when Canada, young as she is, is willing to enter the lists against the United States in competing for your trade. But what is most wanted is a more extended market. In Canada we admit all natural products of the United States duty free, yet that great country puts on prohibitory duties on the same articles, and is apparently building a great Chinese wall to shut out all foreign trade. (Cheers.) I make these remarks about the United States and Canada for the purpose of alluding to the commercial policy of this great Colony of Victoria. In doing so, I do hope and believe that no one will take offence by my doing so, as my excuse is I am like you a Colonist, and more than that, a Colonist of 50 years. (Applause.) In Canada, while we believe that the manufacturer should have a chance with other labourers to establish himself, yet as, in our country, there are about 90 engaged in agricultural and pastoral employments against about 10 in manufactures, it is, therefore, wrong in principle to tax the 90 by protective duties in order that the 10 manufacturers should get rich. Now here I am, a Canadian, a brother Colonist. I want to trade with you. I want to send you labour-saving agricultural machines, timber, carriages, edge tools, oils, &c., and yet, while we charge no duty on your wool and other products, you charge us over 20 per cent. duty. I admit you have a perfect right to do this. The only point I dispute is its wisdom, and I believe that if the policy is pursued it will injure terribly the true interests of this great Colony of Victoria, and of this great and beautiful city of Melbourne. (Cheers.) I leave to-morrow for Canada. I believe an effort will be made to have a direct trade from there to Australia; but as I know that a large amount of Canadian goods are annually shipped from United States ports to Australia, for which Canada gets no credit, I hope the effort of direct trade with ports on the St. Lawrence will be successful. Some of you, perhaps, may have an imperfect idea of the extent of Canada. It is true that we are only yet four millions, yet we have one foot on the Atlantic and another on the Pacific. We have above Lake Superior a larger habitable land than is in the whole of the United States east of the Mississippi River. We have surveyed, and will build, as soon as possible, the Northern Canadian Pacific Railway, which will open a route

between Australia, Japan and China and England, shorter than any other possible route, with a saving in altitude in crossing the Rocky Mountains of over 4,000 feet, compared with the route *via* San Francisco. With these hurried remarks, Mr. Chairman, I would again return you and the gentlemen present my hearty thanks for the honour you have done Canada through me, nor shall I ever forget your kind and generous hospitality, which has been showered on me not only in Victoria but wherever I have been. (Cheers.)

Mr. Young having resumed his seat, rose and asked permission of the Chairman to propose a toast. He said—I could not allow this opportunity to pass without referring to this beautiful city of Melbourne and to Victoria. (Cheers.) I have already alluded, with all the charity I could command, to your system of protective duties, but as I believe these cannot long continue, a new impulse will soon be given to your advancement. The toast I wish to offer is "The Prosperity of Victoria and the City of Melbourne." (Cheers.) Nothing has pleased me more than the grasp which your early founders had of the necessities of the future. Your wide streets, your public buildings, your noble Town Hall, with its grand rooms and still grander organ—in fact everything shows a great degree of foresight in the early founders. In one respect you are very deficient, but from a visit I made to-day with Mr. Lorimer, Chairman of your Harbour Trust, this, I hope, will soon be remedied. A city such as Melbourne requires that the ship from sea with her cargo should be water-borne as far as possible inland, and there connected with the system of interior railways. (Applause.) Such a result cheapens transport, and every one, not in Melbourne alone, but in every remote place where exports are made, is interested in such a work of improving navigation. From having been engaged for many years in the Harbour Trust of Montreal, in improving the St. Lawrence, I feel a very deep interest in the work now before your Harbour Trust, and when I get back to Canada I shall furnish all the assistance I can in reports of what we have done in Canada. (Applause.) I want further to say that in my opinion you can never become great without being united in one general confederation, as we are now in Canada. (Cheers.) This would secure to you a perfect free trade between all of the Colonies, and would establish a Federal Parliament, where your ablest statesmen would strive to enter, and where, under such circumstances, a loftier view as to the general interests of the whole of Australia would be considered. (Cheers.) Your three feet six inch railways, with the five feet three inch, and the four feet eight and a-half inch, would then be abolished, and the question would then arise as to what was for the general interest of the whole Continent, and reducing transport to the lowest possible point for the good of all. I regret, Mr. Chairman, that I have only been able to glance at some of the probable results of federation. I have no doubt when tried it will be as successful here as in Canada; nor can I doubt that a well considered series of resolutions passed by the Parliament of any one Colony will not be followed by the other Colonies, and when the principle of federation is thus acknowledged by all, that a conference of all the Colonies would follow, with a view of carrying out what I conceive to be the great thing necessary to Australian progress. (Cheers.)

The Hon. J. G. FRANCIS, who was received with cheers, responded. He thought the thanks of all present were due to Mr. Young for the very intelligent, kind, and informative remarks which he had made respecting this Colony, and for the com-

plimentary way in which he had dealt with our failings as well as our merits. (Applause.) He was sure that the scrutiny and the criticism of a gentleman who was himself not only a colonist, but had for many years been in harness as a politician in his own Colony, must be considered as extremely valuable. (Hear, hear.) He felt that not only had we in Mr. Young a just critic, but also a sincere friend—one who did not hesitate to probe and to speak the truth, whether it might be acceptable or otherwise. (Applause.) He hoped he (Mr. Francis) would be equally courageous in dealing shortly with one subject to which Mr. Young had referred. Their guest had addressed himself to the fiscal system of this Colony, and had referred, it must be confessed, somewhat discouragingly as to what its effects might be—in Mr. Young's opinion—on the future of the country. He (Mr. Francis) did not need to inform most of those present that he had had the fortune—good or bad—to have had something to do with developing the policy of this country in the direction referred to. Certainly, however, he did not hold himself responsible for the tariff such as it now stood—though he trusted that he might have the opportunity of modelling it, or in assisting to model it, again at some future time. He did not know whether he had been selected to reply to this particular toast in order that he might express penitence for the past—(laughter)—in order that he might utter any recantation after dinner of what he had done in his political career, but he did not intend to do anything of the kind, though certainly the inducement was a great one, being surrounded by good friends, good wine, and not bad whisky. (Laughter.) Mr. Young seemed to think that our present progress was greatly retarded by a protective policy. The hon. gentleman, however, had admitted that in Canada, notwithstanding Sir R. Peel's legislation, they had afterwards to deal with no less than 105 articles of raw material, on which they had to reduce the duties. The hon. gentleman had also admitted that although it was not so oppressive as our own, they had still a tariff in Canada. What did all this prove? Simply, that we must make our policy suit the country, inasmuch as it was impossible to make the country suit a policy.

Mr. LANCTON—No, no.

Mr. FRANCIS—He was aware that he was in the presence of a gentleman who was an extreme freetrader.

Mr. LANCTON—There is no such thing. A man is either a freetrader or a protectionist.

Mr. FRANCIS—A man might be either the one thing or the other; but from his experience he could say that if a man commenced to legislate by plumb-line he would never be anything but a failure, and the gentleman who had just spoken, if he adopted that system, would be no more successful in the future than he had been in the past. He (Mr. Francis) desired to state his own personal opinion, which was that the policy suited to this country was not free trade as preached by *The Argus* or Mr. Langton, for that meant merely a monopoly for the importers; nor did he advocate protection as preached by Mr. Barry in the *Geelong Advertiser*, for that meant a monopoly for manufacturers of inferior articles. (Applause.) There was a medium between the two. (Laughter.) In his opinion, in all circumstances, political, social, and even religious, we must accommodate ourselves to the circumstances and surroundings. (Renewed laughter.) He was merely expressing the opinion of one individual who had had the opportunity of observing the recent political excitement

in this colony. The hon. gentleman (Mr. Young) would not, he hoped, leave this Colony with the impression that because the recent majority had been returned to Parliament apparently professing extreme protectionist views, that that was the feeling of the country. All the other gentlemen present knew that in the recent election other considerations were largely mixed up with that issue. There was the question of land legislation, and also stonewalling on the one side, and iron-handing on the other, both of them calculated to excite the irritation and acrimony of parties, as well as of individuals. There could not, therefore, have been said to have been a deliberate consideration of the question of free trade and protection apart from other questions. He (Mr. Francis) hoped to see the day, whether he shared in the struggle to bring about that result or not, when there would be no longer such an extreme pressure of duties as now predominated in the tariff. Mr. Lancton, he feared, would always be an extreme man in everything, but a policy of extremes would never be carried out in this country, and the hon. gentleman would never have the country at his back so long as he followed such a policy. Mr. Lancton knew as well as anyone that when he (Mr. Francis) was his colleague, and that if he (Mr. Francis) had had his will there would have been no such severe rates existing now as were contained in the present tariff. In dealing with such questions, they had really to consider what was practical more frequently than what was theoretically right. People were fond of talking about theories, but they must consider the surroundings of every position before they could legislate. We had in this Colony a constitution which was based on the broadest of all platforms. He thought one of the failures of the late Government was that they did not acknowledge the circumstances by which they were surrounded, and allow persons who were irritably anxious to get into office—(laughter)—an opportunity of doing so, and showing whether they would be public failures or not. He had one hope, however, of the situation. It was admitted in England that on most important public questions the extreme Radicals first agitated, the Liberals took up the argument, and got the question ripe for legislation, and then the Tories went in and passed it. Let us hope in the antipodes we would find the very reverse to be the case. He did believe the better informed among those who called themselves Protectionists—among them even the leaders of the present Government—believed that the indiscriminating heaping on of duties which did not bring in a revenue nor fulfil their presumed object had been a great mistake, and he was not without hope that we might yet see legislation—he would not say in the direction of absolute free trade, but such as would give great relief to commerce. He trusted Mr. Young would not leave the Colony and report to his Government that he had reason to believe we were so thoroughly saturated with the heresy of protection as that it would be impossible to have any relations with us. (Applause.) The hon. gentleman had remarked that he thought he was in the United States when he came to the border of this Colony, in regard to the examination of his luggage; but he (Mr. Francis) might say that when he was recently in England he had experienced a great deal more trouble and annoyance in respect to such examination than ever took place in Australia.

Sir C. GAVIN DUFFY—Hear, hear.

Mr. LANCTON—No.

Mr. FRANCIS had found that the system of scrutinizing there was objectionable in the extreme. The Customs officers would overhaul his luggage even to the tooth-

brush. In conclusion, he thanked Mr. Young, on behalf of this community, for the kind interest he had displayed in our affairs, in giving us good advice, which he believed would be long remembered. He bade Mr. Young, on behalf of them all, a hearty welcome to Melbourne. (Cheers.)

Sir C. GAVIN DUFFY proposed "The Health of the Chairman." After alluding to the benefits conferred on the mercantile interest by the existence of such an institution as the Chamber of Commerce, he said that in listening to the speech of Mr. Francis he had almost fancied himself back in Parliament again. The hon. gentleman had shown himself ready for the fray, and it looked as if it would not be long before he was back there again. (Applause.) He had heard an eminent Australian in London describe an Australian Conservative as a gentleman who only believed in three points of the chartists' charter. From the remarks just made, he might conclude that an Australian free trader was a gentleman who believed in 12½ per cent. or 15 per cent., but who was thoroughly opposed to 20 per cent. (Laughter.) He (Sir C. Gavin Duffy) had started in this Colony with a strong conviction in favour of free trade. He was in London when Mr. Francis first commenced to alter the tariff of this Colony in a protectionist direction. He would now make a statement for the first time, and he made it because he was no longer engaged in party politics. When he read Mr. Francis' tariff, and saw how almost unanimously it was accepted by the Parliament of this country, he saw plainly that the tendency of opinion in this Colony was in favour of protection of some sort. He then took the step of consulting three eminent gentlemen in England, whose names would be recognized wherever the British race existed—John Bright, John Stuart Mill, and Thomas Carlyle. (Cheers.) He said to John Bright—"All my life will be spent in Australia. I am a free trader, as you know. They are going to have a protective policy there. Am I to retire, therefore, from public life? What would you do under the circumstances?" John Bright, a practical man, said—"If there are particular industries that can flourish in that country, and if it is the determination of the people to encourage them, I would grant bonuses—(applause)—on certain industries liberally, in order to promote them; or I would come to an agreement with the Protectionists to protect a certain number of articles for a certain number of years, and let them try their experiment." He afterwards consulted Mr. Mill, and what he said was so nearly the same as Mr. Bright stated, that it was not worth while quoting it over again. He also spoke to Mr. Carlyle, and that gentleman replied to him in the broadest of broad Scotch, which he could not hope to reproduce—"No country under the sky has ever got manufactures except by spending the funds of the State to plant them, and unless Australia does that, it will get no manufactures." Now, he (Sir C. G. Duffy) did not want them to accept the dicta of any of those gentlemen, but considering that he had had the opinion of those three eminent men in England, when the time came that the tariff was increased, and he was at the head of the Government, he, acting on their conclusions and his own judgment, thought it was better, once for all, to make an arrangement which would gratify the manifest determination of the people to try the experiment of protecting native industries. He believed the 20 per cent. duties, so far as they had cultivated industries in this country—although he admitted that the system was a clumsy and roundabout one, and far less efficient than that of granting bonuses—had promoted the prosperity of this country. As far as the system

had failed, as far as attempts had been made to encourage industries which would not grow here, he thought a strong hand should be applied to strike all those articles out of the tariff. Another subject as to which their guest had recommended them to follow the example of Canada was in regard to federation. He, however, ventured to say that the federation of Canada was the offspring of the effort made for confederation in this country. Owing, however, to the refusal of the New South Wales Government at that time a favourable opportunity had been lost, but all the papers on the subject he sent to his personal friend, Thomas D'Arcy McGee, who was the first to preach federation in Canada. Consequently, the seed was first sown here which had there grown so large. (Applause.) He concluded by proposing the toast.

The CHAIRMAN in reply, observed that the Chamber of Commerce, as such, had nothing to do with the questions of free trade and protection, as it was open to all gentlemen of the mercantile community. There had been no idea on their part of introducing political subjects on this occasion, as the union was for the purpose only of paying respect to Mr. Young.

The company then separated.

The following is from the *Brisbane Courier* of the 15th of May, 1877, as to the meeting of Mr. Young with the Chamber of Commerce :—

BRISBANE CHAMBER OF COMMERCE.

ADDRESS BY THE HON. JOHN YOUNG.

There was a very good attendance of members at a special meeting of the Brisbane Chamber of Commerce held yesterday afternoon, for the purpose of receiving the Hon. J. Young, the Canadian Commissioner to the Philadelphia and Sydney Exhibitions.

Mr. E. R. DEUBY, the Chairman, said he had had great pleasure in summoning the Chamber for the purpose of meeting Mr. Young, who was on a visit to these shores from Canada, that other great dependency of the British Crown, and who had represented Canada at the Sydney Exhibition. He felt sure that all present were glad to have an opportunity of meeting Mr. Young, and would share the regret that that gentleman's stay in this Colony would be so short. A gentleman of his experience, however, would be able, in a very short time, to form an idea of the state of affairs here, commercial and otherwise, and he (the Chairman) trusted that the impression carried away would be a favourable one. Mr. Young was desirous of ascertaining if there is any prospect of opening up a trade between Canada and Australia, and he need scarcely assure that gentleman that if his visit here

should lead to commercial relations between the two countries, the merchants of Queensland would be highly gratified. Mr. Young, in his address, would, perhaps, be kind enough to say a few words on a matter which for some years past had occupied the attention of thoughtful men throughout these Colonies. He alluded to the subject of federation. Mr. Young had also had wide experience in Canada in matters of inland navigation, the improvement of harbours, and so forth, having been the head of an important harbour trust. The members of the Chamber joined with him in bidding Mr. Young a most cordial and hearty welcome to Brisbane.

The Honourable Mr. YOUNG said,—I thank you, Mr. President, for giving me the opportunity of meeting the members of your Chamber to explain the object of my visit to Australia. I am here because of the action taken by the Australian Commissioners at the industrial meeting in Philadelphia, in urging on the Canadian Government the advantages which would flow from a part of the Canadian exhibits being sent to the exhibition which has just been held at Sydney. The Canadian Government readily assented to the wish of your Commissioners and to the Canadian manufacturers, and agreed to pay the freight and charges to Sydney. Two vessels were loaded, one at Montreal and the other at New York, and I was named by the Government to come to Australia and ascertain whether, in my opinion, trade between Canada and Australia could be increased. I have travelled through New Zealand, Tasmania, and a part of Victoria and New South Wales, and I am now in Queensland, and I have no doubt whatever that the trade between the two countries can be greatly increased. There is a trade now, but Canada gets no credit for it. Canadian goods and Canadian timber are sent inland from Canada to New York and Boston, and are shipped from there and other ports as American goods. Canada is never mentioned. Why, the other day I went into a music store in Melbourne, and I was surprised to see the name of a Canadian manufacturer on several musical instruments. I asked how these instruments were liked? The reply was "first-rate," and that he had ordered twenty more of them. Then I asked, "Where are they from?" "America" was the reply. I said, "You are mistaken; these instruments are Canadian, and not American." "No no," says the seller; "I have the bill of lading from New York." "That is no doubt true; but there are the words, 'Bowmanville, Ontario.' That is a Canadian town, and I know the manufacturer." Mr. Young said he could state many instances of the same kind, but all showing that our enterprising neighbour Jonathan was very active. Canada had so far done little to ship her own goods from her own ports to Australia. The Canadian manufacturers ought to be able to turn out goods as cheap as those in the United States, and as good, for all raw materials entering into their production were admitted free of duty. If, therefore, it is found we can sell you as cheap, and give you as good an article, you will at least give us a chance. (Cheers.) Canada is destined to become a large manufacturing country. There is not a river running from the north into the St. Lawrence that has not got its water power, while the long Canadian winters give ample labour, now employed in the United States. Mr. Chairman, you have asked me for my views about Federation. I can only repeat what I said lately in Sydney, that I think the future and full development of Australia largely depends on all the Australian Colonies uniting together under one general Government. You have got an enormous country. Public works, especially railways, are required beyond the power of any one Colony

to supply. These railways, to be effective for good, must be gigantic in extent, built for the benefit of the whole country; and if so located and built, each Colony's interests will thereby be best promoted. If I had the power I would begin with constructing a main trunk line of a four feet eight and a-half inch gauge across the Continent from north to south—and from this branch lines could be constructed to all the ports. A united Australia could borrow money for this purpose almost as cheaply as the Government of England, while the increased value of the land through which the railway passed and made accessible, would more than pay for the cost of the railway. Population would increase, and the doubling of the population would lessen the cost of the railway by one-half to the present generation. In saying this, I do not speak at random. I have seen these results in Canada. Our position there was exactly what yours now is—each Colony had its adverse tariff to the other; there was no free exchange of labour, and a policy was pursued which did injury to all. You have asked me, Mr. President, to give you my experience about dredging your harbours. Well, that is a matter with which I am familiar. I have not seen the dredge you are now working with, nor have I gone over your harbour; I shall, however, try to do so to-morrow. The Montreal Harbour Commissioners have been engaged for many years in deepening the St. Lawrence, between Quebec and Montreal, and now are engaged in further deepening the channel to 25 feet at lowest water. We bring up from sea vessels of 4,000 tons, and we shall soon be able to bring up the 5,000 ton steamer, without breaking bulk, to Montreal. This cheapens freight, and as vessels are constantly increasing in size, it is important for you, and for all Australian ports, to deepen your harbours to accommodate the largest ships. I believe we have in Canada the finest dredging machinery in the world, and the work we are now engaged in is the largest of the kind. We have not only the elevator dredge, but the spoon dredge and the clam dredge lifter; and when I return to Canada I shall see that you get copies of our reports and drawings of our machinery. You ask me, Mr. President, to give you my views of Australia. I have not seen enough to enable me to do that. For the past two days I have been travelling on your railway to Warwick. I have visited that wonderful tract of country, the Downs, and examined your excellent and well-built railway, which is a monument of engineering skill; and I have learnt that beyond this railway there are now "stations" from whence wool is hauled by oxen at a cost of from £7 to £12 per ton, and as much for what is taken back, all convincing me that when the railway is there also doing the same work at 15s. per ton, the country will be advanced; nor can any one now tell how many "Downs" there are beyond, nor of their extent. I fear, however, I tire you. (No, no.) I wish now to say that my assistant, Mr. Fleming, will, for the present, remain in Australia. He will come up to your Exhibition in August with some exhibits which could not be shown in Sydney.

Mr. Young here exhibited a large map of the survey, by Fleming, of the Canadian Pacific Railway, on which the Government of Canada has already expended upwards of two millions of dollars, and are steadily going on with the work. This railway will shorten the time between England, Japan, China and Australia considerably, and is a work in which the people of Australia should take a deep interest. The pass over the Rocky Mountains is some 4,000 feet less in altitude than the route via San Francisco.

In answer to questions proposed by members of the Chamber in response to his invitation, Mr. Young stated that the money for the construction of the railway referred to was raised by loan, secured on the general revenue of the whole Dominion. The length of the railway across the Continent would be about 1,700 miles, and the gauge adopted was the 4 feet 8½ inches. Upon good tracts of the country, the cost of the line would be about £8,000 per mile. The land in the vicinity of the line was being taken up; the country did not care much what was paid for the land so long as it was taken for settlement; but they did not dispose of it in large quantities as was done in Queensland. It was a part of the principle in the construction of this line to give a portion of the adjacent land towards paying for the line; but the present Government opposed it, and he (Mr. Young) believed they were right, and when the line was finally constructed, no doubt it would be done for hard cash. As a matter of fact, the value of the land would be increased by the railway. The Federal Government had charge of entrances to harbours, and they had large and powerful machines, under the superintendence of an engineer, to clear out the bars. In these Colonies, as far as he had seen, there were scarcely any harbours but required improvement in this way. The Canadian dredges moved about four times as fast as that he had seen in the river here. He had no doubt, however, after an inspection of the dredging plant in England and Scotland, that that of Canada was about the most efficient.

Mr. DUFFY thought it only now remained for them to thank Mr. Young for his kind attendance on the present occasion, and to carry by acclamation a vote of thanks to him.

The vote was accordingly carried.

Mr. YOUNG, in returning thanks, said he had taken great interest in his mission since he had started, because he believed the trade would yet increase between these Colonies and Canada, and as they were all kith and kin of the same good old mother. He hoped they would succeed in the endeavour to establish business relations that would benefit both.

The speech of Sir Gavin Duffy, at Melbourne, in reference to the Right Honourable Mr. Bright, and to his opinions on political economy, induced the latter to write a reply, a copy of which is inserted here from the London *Daily News* of the 8th August, 1877, with some remarks by the editor.

MR. BRIGHT AND SIR C. GAVIN DUFFY.

An interesting and important letter by Mr. Bright, in refutation of a statement recently made in a speech at Melbourne by Sir Charles Gavin Duffy, has just been despatched to Australia, and a copy of it has been supplied to us for publication by consent of Mr. Bright. The circumstances are as follows:—The Melbourne

Chamber of Commerce gave a complimentary dinner to the Hon. John Young, of Montreal, representative of Canada at the recent Exhibition at Sydney, who was also commissioned by the Canadian Government to ascertain and report whether the direct trade relations between the two colonies could not be increased. The Hon. John Young, in his speech at the dinner, advocated free trade principles as beneficial to Colonial development, trade, and prosperity, and, in a guarded manner, expressed his regret at the protection policy adopted by the Province of Victoria, and his hope that at no distant date free trade measures would be adopted. Those remarks elicited from Sir Charles Gavin Duffy, who is the Speaker of the Legislative Assembly of Victoria, some remarks in defence of his having adopted protective principles in relation to Australian politics. In the course of his speech he said he had started in that Colony with a strong conviction in favour of free trade. He was in London some years ago, when the protection tariff was almost unanimously adopted by the Parliament of Victoria, and he took the step of consulting John Bright, John Stuart Mill, and Thomas Carlyle on the subject. He said to John Bright, "All my life will be spent in Australia. I am a free trader as you know. Am I to retire, therefore, from public life? What would you do under the circumstances?" Mr. Bright replied—"If there are particular industries that can flourish in that country, and if it is the determination of the people to encourage them, I would grant bonuses on certain industries liberally in order to promote them; or I would come to an agreement with the protectionists to protect a certain number of articles for a certain number of years, and let them try the experiment." John Stuart Mill said much the same, and Thomas Carlyle said, "No country under the sky has ever got manufactures except by spending the funds of the State to plant them, and unless Australia does that she will get no manufactures." Mr. A. Langton, of Melbourne, a thorough-going free trader, sent a report of this speech to Mr. T. B. Potter, M.P., with a request that he would bring it under the attention of Mr. Bright, upon which Mr. Bright addressed the following letter to Mr. Potter, with a view to its transmission to Mr. Potter's correspondent in Melbourne:—

"Rochdale, July 31, 1877.

"Dear Mr. Potter,—I thank you for sending me Mr. Langton's letter of the 10th of June from Melbourne. By the same mail I have three other letters on the same subject on which Mr. Langton has written to you—one from the Secretary of the Free-trade League of Victoria, one from Sir Charles Gavin Duffy, and one written at Suez by Mr. John Young, of Montreal, to whom the dinner at Melbourne was given.

"I need not tell you that I am surprised and amused at the stir which so small a matter has caused among our friends on the other side of the globe.

"I recollect meeting Sir Charles Gavin Duffy on his visit to this country, but I have not the least recollection that we had any conversation on the subject of protection, or on the policy of the Province of Victoria on that question. If any such conversation took place, I can say with confidence that my views have been entirely misunderstood and misrepresented by Sir Charles. The words he put into my mouth are much like, in meaning, to what I think I have seen in some of the writings of Mr. John Stuart Mill, and it may be that Sir Charles may have inadvertently attributed to me what he has heard from Mr. Mill, or read in some of his works.

"If a Government voted a sum of money to support a steamboat enterprise, which was deemed of great service to the country, but which, from its novelty or its risk, private capitalists would not undertake, I should say that in doing this no sound principle would be broken, and that the public interest might possibly be wisely served. So if a Government thought that a new culture might be introduced into the country, such as the grape, or tea, it might appropriate a sum of money to make that experiment, leaving its future progress or fate entirely to the industry and disposition of the people. But to enact a tariff imposing heavy duties on most important articles of import, to establish an oppressive and costly system of custom-houses, to build up special interests before their time, or industries which might never thrive in the free air of competition, at the expense of taxation upon the whole people, levied partly at the custom-houses and partly by the high prices which are sought to be obtained on the home-made and protected article, is a policy so unsound and so injurious that I am greatly surprised that any one acquainted with me or with my life should have supposed it possible that I should have given it my support.

"Englishmen form Colonies at a distance from the mother country. They throw off many of the superstitions which are still to a large extent cherished in England. In respect of protection by means of a prohibitive or restrictive tariff the Colony of Victoria clings to a superstition or error which we in England have abandoned. Our experience is conclusive as to the wisdom of our policy.

"Victoria is young, and thinks she knows more and better than we know. But when she finds herself not at the head, but at the tail of the great Australian communities, as to her success and the growth of wealth, she may discover that industry has no greater enemy than a protective or respective tariff.

"If you will kindly send this letter to your correspondent, Mr. Langton, it will not be necessary for me to write to Sir Charles Duffy, or to the Secretary of the Free-trade League of Victoria.

"Believe me, &c.,

"JOHN BRIGHT."

DESCRIPTION OF THE CANADIAN EXHIBITS AT SYDNEY.

[From the *Sydney Herald*, April 16, 1877.]

New South Wales has reason to be proud of the co-operation of Canada at the present Exhibition; and the delegation which the Government of the Dominion has sent to Sydney will be regarded in the light of an embassy of friendship, as well as the expression of their desire for trade. There is probably no dependency of the British Empire where greater public spirit, intelligence and enterprise exist than in Canada; and the near neighbourhood of Canada to the great American Commonwealth must be largely influential in sharpening competition and promoting industrial improvement. The exhibits which Canada has sent to Sydney are some evidence of the great progress which she has made in manufactures of various kinds; and we believe that

one of the most striking features of the late Exhibition at Philadelphia was the immense variety of the manufactures which Canada there brought forward, indicating in most departments a skill little, if anything, inferior to the highest efforts of the best American workmen. Hitherto Canada has had little share in the trade which has existed between North America and Australia; but it will not be the fault of the gentlemen who represent her at this Exhibition (the Hon. John Young and Mr. Fleming) if she does not become a dangerous rival to the United States in those lines in which the Australian Colonies look to America for their supplies. The population of Canada is about four millions, and now that Confederation has been brought about, the Dominion stretches from the Atlantic to the Pacific. Eventually this extensive region will be crossed by the railway, and we believe that the surveys for the line are being pushed forward with the utmost vigour, a sum of 2,302,000 dollars having already been expended upon the work of localizing the route. When this road is completed, it will be possible for Englishmen to travel in English ships and over English railways all round the globe. The Rocky Mountains are crossed at an altitude of 8,240 feet, while the highest point of the Canadian line, as far as the surveys have gone, will not exceed 3,754. It may become, years hence, a very favourite summer route for Australian travel. Some paragraphs from the speech of the Governor-General of Canada in opening Parliament on the 8th February last will be read with special interest in this community at the present time. Lord Dufferin said:—"During the recess I visited the Province of British Columbia, and had much satisfaction in becoming acquainted with the people of that interesting part of the Dominion, and with the climate and resources of their province. . . . The surveys of the Pacific railway have been prosecuted with the utmost vigour and at a larger cost during the past than in any previous year, but it has not been found possible as yet to complete the location of the lines, and I have, consequently, been obliged to postpone, for another year, the expectation of inviting tenders for its construction on the terms indicated by the Act of 1874. . . . The great public works connected with the St. Lawrence navigation, and the canals required to complete the system, have been prosecuted with success during the past year. Nearly all the works on the Welland and Lachine Canals have been placed under contract on favourable terms for the country. The active prosecution of these works during the last three years has necessarily increased the public debt, and though expectations are entertained that the outlay may ultimately be repaid to the country, it may be considered advisable not to press all the works contemplated in the earlier years of Confederation to completion at present. . . . I am happy to state that the Inter-colonial Railway was opened for traffic, throughout its entire length, early in the summer, with as favourable results as could have been expected. One of the immediate advantages of the completion of the railway was the delivery and reception of the British mails at Halifax after the closing of the St. Lawrence; and I am happy to say that up to the present time mails and passengers have been successfully carried over the line without any interruption. The exhibition of Canadian products, manufactures, and works of art at the United States National Exposition at Philadelphia was eminently successful, and proclaimed to the world that Canada has already taken a high place as a farming, manufacturing, and mining country. It is gratifying to be able to state that the expenditure was kept well within the estimate

It is but just that I should acknowledge that the success achieved by the enterprise of our people was largely aided by the energy and wisdom of the Commissioners who had charge of the arrangements. I have considered it advisable in the interests of the country to make arrangements for exhibiting Canadian products at the exhibition to be held in Sydney, New South Wales, for which you will be asked to make provision." * * *

The works on the canals, referred to in the Governor-General's speech, will, when completed, enable a steam vessel of 1,000 tons to pass through from the head of Lake Superior to Montreal, a distance of over 2,000 miles, there to meet the ocean steamer of 5,000 tons, without breaking bulk. No such inland navigation exists elsewhere. Upwards of 1,150 miles of a telegraph line have already been constructed from Lake Superior, towards the Pacific, which will be completed to British Columbia next year. The public debt of Canada is now 124,551,513 dollars, and of this amount 60,421,515 dollars has been spent since Confederation, in 1867. The total revenue is 22,587,600 dollars, and the revenue from Customs is 15,351,011 dollars, while before Confederation, or in 1866, the revenue from Customs amounted to 8,272,184 dollars.

The Canadian exhibits will be found chiefly in the annex, which has been erected on the west side of the building, and extending along its whole length. This annex is almost exclusively occupied with goods from the United States and Canada, and the display is extensive and interesting. Its value will be greatly increased when prices are affixed to the goods. Commencing with the central tables at the northern end of the building and walking south, the first articles to claim the attention of the visitor are the large assortment of boots and shoes from Messrs. King and Brown, who rank high among the bootmakers of Canada. The exhibit includes men's, women's, and children's boots and shoes of different qualities, but the prevailing styles of ladies' boots, with uppers reaching above the ankles, are not such as are worn in Australia, although common throughout the different States of America and Canada. The soles of some of the gentlemen's boots also are extremely broad, projecting beyond the joinings of the uppers. Many of these boots are of superior quality, and when the prices are affixed, the public will have an opportunity of judging whether Canadian manufacturers can compete with those of this Colony. Our own makers have shown remarkable skill and energy, and have beaten English competition in the heavier kinds of work; and it seems likely that any opening which may exist for Canadian trade will be confined to the finer descriptions for ladies' and children's wear. The Canadian representatives claim that Canadian bootmakers can successfully compete with English in price and quality.

Following the boots we have an exhibit of ready-made clothing from the house of Messrs. H. Shorey & Co., of Montreal, which does an extensive business in the making up of what are here technically called "slop" goods. They cut all their patterns by steam machinery, and they work up cloths of Canadian manufacture. The value of the suites shown varies from £2 4s. to £4. Any goods of this description would have to face strong local competition.

The Dundas Mills sent an assortment of cotton goods, consisting of coloured shirtings, denhams, ticking, and unbleached calicoes. Their cotton sacks are a decided novelty in this market. They represent a class of goods in universal use.

among the farmers and grain dealers of America, and their introduction here ought to lead to a large demand, and, in fact, to supersede the use of ordinary sacks, excepting for shipping purposes. They are dearer than the common bags in use here, but they are much superior, and would probably wear three or four times as long as they. The material of which they are made would also be found extremely serviceable for carriage covers.

Messrs. Hall & Brockville's buckakin gauntlets for driving are a very superior article, and, without being unsightly, protect a large part of the arm, as well as the hands and the wrists.

Messrs. John Baird & Co., of Almonte; Brice, M'Murich & Co., of Toronto, and the Oxford Manufacturing Company, of Halifax, send samples of tweeds of good patterns and texture, flannels, hosiery, and knitted goods. The Canadian tweeds are described as equal to anything made in England; but it will be admitted that the samples sent to this show are not the best specimens of finished workmanship. The articles must be valued in connection with the price at which they can be supplied.

The iron safe sent by Messrs. J. & J. Taylor, of Toronto, will repay examination. It differs from the safes ordinarily in use here in that it is secured by what is known as the combination lock. A portion of the lock revolves in a disc, which is marked with figures to correspond with those on the revolving plate, and the correspondence of three separate numbers is required before the safe can be opened. The lock can be set to about two thousand different combinations; but the safe cannot be opened except by a person who is acquainted with the particular combinations to which the lock has been set.

Mr. James Smarte, of Brockville, exhibits a large assortment of tools, boring and foot morticing machines, for working in wood or iron, and a miscellaneous collection of builders' and furnishing ironmongery, the patterns of which are, in some instances, an improvement upon what is in use here. The Victor carpet-sweeper will give housekeepers a very good idea of almost the only carpet broom which is used in America, and they will find that this simple contrivance of a brush revolving in a box will do the work of sweeping carpets more expeditiously and effectively than any amount of labour with the pan and brush, and it has the great recommendation that the whole of the dust is swept into the box instead of being dispersed through the room.

Messrs. Wells & Co., of Toronto, show a number of tassels which fasten on to window blinds by means of a wire spring, and which may be affixed to or removed from the blind at pleasure. This is a handy little contrivance which is almost sure to find favour with housewives who like to have an ornamental finish to their blinds, but do not desire the unnecessary labour of stitching on tassels after every washing day.

The M'Clary Manufacturing Co., of London, and Messrs. E. and C. Gurney, of Hamilton, show a handsome lot of stoves; but several of them are not likely to find favour here from the fact that in Australia stoves are generally fitted into the fireplace, while some of those to which we refer are intended to stand away from the wall. This is an objection, however, which does not apply to all of them, and some of the stoves will doubtless be much admired. In the fireside stove the smoke and heat pass through holes in the rounded top of the fireplace, and flow round the stove before finally escaping up the chimney. The Iron Age and the Empress cooking

stoves, the latter newly patented, are considered very superior stoves. The *Empress* stoves have two fireplaces—one for wood and the other for coal; they have also a double oven, and are fitted with a reservoir for boiling water.

The case of gunmaker's implements, which comes next, has been sent by Mr. J. L. Rawbone, of Toronto, who also shows two breech-loaders and a double-barrelled sportsman's gun. Messrs. Peck, Benny & Co., of Montreal, show a large assortment of nails and wood axes. Messrs. Hourigan & Son, the Niagara Edge Tool Works Co., the Warnock Company, and the Welland Vale Manufacturing Company are all exhibitors of edge tools, such as axe heads, draw knives, lath hammers, picks; also, horse rakes, manure and hay forks, garden hoes and rakes, &c. This is a class of goods for which there is a large demand in Australia; a demand which is already chiefly supplied from America, and it remains to be seen whether Canada can secure any of the trade which is now done directly or indirectly with the United States.

Messrs. Armstrong & Co., of Guelph, show single leaf carriage springs of an improved pattern. The firm are large manufacturers, and they claim to have brought their processes to such perfection that their single leaf springs are of a temper which make it almost impossible to break them, the single leaf spring being stronger than the three-leaved spring and of course much lighter. They also show cast iron seats for buggies, which appear to be quite as light and good-looking as wood, and are presumably much stronger. Felloes, spokes, and hubs are also sent by this firm.

Mr. J. S. Moore, of Hamilton, show a small lot of tinmiths' tools for paroeing and cutting tin; and Messrs. Ritchie & Son, of Toronto, an extensive and elegant collection of brasswork, steam whistles, steam gauges, oil cups, beer pumps, oil lamps, and gas burners among the number. Mr. H. T. Smith, of Toronto, has a very fine display of silver-plated faucets, beer pumps and machinery for soda water fountains. One of these handsome fountains is being erected at the northern end of the Canadian and American sections, from which all descriptions of beverages, most grateful to the temperance people, are to be dispensed. The large lot of globes and lamps, which come next, are from the Burlington Glass Works, of Hamilton, and the flint glass lamp chimneys which they exhibit will bear a wonderful amount of hammering without damage. They may be allowed to fall on any floor, except one of iron or stone, without fear of breaking, and after they have been made perfectly hot, and cold water then thrown upon them, they show no signs of cracking.

Vermicelli is one of the last things we should have expected to be sent to us from Canada; but the exhibitors, Messrs. Catelli Freres, seem to have transplanted the art of vermicelli making to Montreal, and are now seeking a market for their goods at the antipodes. Mr. Atwood, of London, sends his improved bee hive and honey extractor. The very superior plan of this means of hiving bees and procuring honey has, in former years, been shown at these exhibitions by a Colonial exhibitor, the only apparent difference being that Mr. Atwood's hive is finished in a better manner, as to workmanship. Opposite to the glassware to which we have referred, the visitor will observe a very fine exhibit of spades, shovels and hammers, which appear to be in no respect inferior to the American article with which we have long been familiar. The pile of fresh-canned lobsters, sent by W. B. Harshman, of Halifax, reminds us of the extensive fisheries which exist in the Canadian waters, and it may be that the Australian markets can take a larger supply of canned fish from that part

of the world than has hitherto found its way here. Anderson's bread knife will be an interesting exhibit to those whose business it may be to cut up bread for large families. If the knife be kept sharp, it would probably be found a very capital contrivance for cutting up bread and preventing waste. In public institutions and hotels more particularly this bread knife would be serviceable.

The letter bags sent by Mr. Malcome, of Toronto, made of both linen and leather, are a great improvement upon those used by the Post Office; and it might be desirable that the attention of the Post authorities might be called to it. The mouths of the bags are fastened with leather straps and a padlock, in place of the twine and sealing-wax.

Mr. J. M. Williams, of Hamilton, shows tinware and lanterns; and Mr. Malcomb shows a large lot of tubs and buckets suitable for domestic purposes and stable use. As to the merits of Hugh Miller's cattle-feeder and his tick-destroyer we have no means of judging; but we have millions of sheep in the country, and if they could all be made as fat and flourishing as those which adorn Mr. Miller's hand bills, the squatters would be jubilant. We shall leave the testimonials to speak for themselves. To bring leather to Sydney is equivalent to sending coals to Newcastle, but a leather company in Montreal does not appear to be aware of the fact, or they would not have gone to the trouble to send the samples which are placed next to Whiteside's spring bedding and window blinding. Messrs. H. and A. Nelson and Sons, and Mr. John Boyd, of Toronto, send a large and interesting assortment of well-made brushes; and the whitewash brush, fitted so as to allow any angle of the room to be reached from the floor, will be regarded as an improvement. Morrison Brothers & Co., Walker & Co., and the C. C. Manufacturing Co., also show brooms and brushes, washing boards, tubs and wringing machines.

The hickory handles shown by Messrs. Dexter, Whitman & Co., and by Mr. Thomas Moore, are very excellent exhibits in a class of goods upon which we are necessarily dependent on America for our supplies. They are for tools of nearly every description, and appear perfect in their way. Smaller exhibits of different articles are the following:—Morris Brothers & Co., washing machines and wringers; A. J. Uily, brushes; and John Beard, wooden dishes and staves, and heads for flour barrels. Mr. Robert Scott sends a large lot of carriage goods, such as hubs and spokes, and Messrs. Labatt & Co., of London, and Holland & Co., show bottled ale, and ale in bulk.

A good deal of attention has been directed to the Canadian carriages, most of which are very handsome exhibits. Mr. John Campbell, of London, sends a doctor's phaeton, a covered top buggy, a piano box top buggy, and a Victoria phaeton. Mr. W. Sage shows a covered carriage; the Armstrong Co., of Guelph, show a concord buggy, a car spring buggy, having an iron seat and body; Mr. W. Young, of Chatham, shows a ladies' phaeton, and a nicely finished farmers' waggon; Mr. Peter Adams, of Paris, a light waggon for farmers' use; the Wallistown Waggon and Carriage Co. show a handsomely finished carriage suitable for livery; Mr. Peter Gillies, of Galt, a car spring buggy varnished, showing the grain of the wood, and also a broken spoke to show the quality of the material used. Wood & Lyons, of Brentford, send two single buggies, a doctor's phaeton, a car spring buggy and a brett. These latter were at Philadelphia, where they were awarded a prize. M. B. Leddoux, of Montreal

exhibits a handsomely finished carriage, the steps of which rise and fall with the shutting and opening of the door.

There is a very handsome exhibit of Canadian furniture in the main building, immediately to the right of the dias. The billiard table is from Riley & May, of Toronto; and the drawing-room, parlour, and bed-room suites are from the George Morehead Manufacturing Company, of London; the Canadian Manufacturing Company, of Bowmanville; Messrs. Jackson & Hayes, of Toronto; and James Reid, of Hamilton. The woodwork is generally of walnut, handsomely carved in the case of some of the sideboards, and polished; and the suite of bird's eye maple is of solid construction, and not, as may be supposed, simply veneered. A revolving-top table, from the Morehead Company, is extremely convenient and handsome. Remembering that walnut is as plentiful in Canada as cedar once was in New South Wales, the Dominion may hope to do a good trade with the antipodes in furniture of this description. There is also a large lot of Canadian sewing-machines shown in the north-west corner of the building—the Wanser and the Williams by the Sydney agents of the manufacturers; and the Webster, Osborne, and Gardiner, in connection with the Canadian Commission.

On each side of the gallery there are twenty pianos and harmoniums, or parlour organs, as they are called in Canada, shown by the Dominion Organ Co., of Bowmanville; W. Bell & Co., of Guelph; and Hartsman, of Toronto. They are chiefly in walnut, and most of them are extremely handsome in appearance. The prices of them range from about £12 to £80; and as to the quality visitors can judge for themselves, for an organist plays upon them from two o'clock until five in the afternoon, and also during the evening.

The following articles are copied from the *Melbourne Argus* of the 1st of May—the leading journal of Victoria:

THE CANADIAN COMMISSIONER TO AUSTRALIA.

[From the *Melbourne Argus*, 1st May.]

The Honourable John Young, Canadian Representative at the late Exhibition of Industry at Sydney, arrived here on Saturday from Melbourne by the steamer "Aldinga," and is now staying at the Adelaide Club. We understand that it was at the instance of the Australian Commissioners to the late Centennial Exhibition that the Government of Canada were induced to aid in sending a part of her exhibits at Philadelphia to Sydney. The manufacturers of those exhibits offered to send them if the Canadian Government would pay the freight and charges, which was at once agreed to. The Honourable Mr. Young was selected—from his long experience as a mercantile man, and for his perfect knowledge of Canada—by the Government, not only to be present at Sydney, but to visit all the Australian Colonies, and to report

whether, in his opinion, the trade between Canada and Australia can be increased. We gather from Mr. Young that, in his opinion, this can be done. Hitherto there has been almost no direct trade with Canada and any of the Colonies. A very large trade, however, exists with the United States, and Mr. Young claims that a considerable portion of the exports thence are Canadian, but for which Canada gets no credit. Mr. Young has visited New Zealand, Tasmania, Queensland, New South Wales and Victoria, and leaves this Colony by the mail steamer of the 14th for England and Canada. He intends collecting and obtaining from the Government here all the facts relating to our trade, and gathering from the merchants what kind of goods of Canadian production are required here. The exhibits sent to Sydney consisted largely of agricultural implements of very superior description, for many of which Canadian manufacturers hold patents—buggies and waggons made of a hickory wood for which Western Canada is famous; edge tools of every description; furniture made from the maple tree; and various other goods. Mr. Young informs us that he has left Mr. William Fleming behind him at Sydney, to act for him until he reaches Canada, and that the probability is that arrangements will be made by which the agricultural implements and machinery referred to, and other goods, will be exhibited here at our Exhibition in February next. We trust this may be the case, for all classes are interested in the employment of machinery by which time and labour will be saved. Mr. Young expresses a very high opinion of all of the Colonies. He thinks we have only as yet begun to grow, and that our progress in the future will be greater than in the past. The ratio of this progress will, however, he believes, largely depend on all the Colonies joining together under one general government, as in Canada, so as to carry out great public works for navigation, railways, general laws, &c., for the advantage of the whole people, leaving local legislation as now to be carried on by each Colony. Mr. Young was lately in the Cabinet of Canada as Chief Commissioner of Public Works; has represented the City of Montreal several times in Parliament; and for several years has been and is now Chairman of the Harbour Commissioners of Montreal. The Commission has deepened the channel of the St. Lawrence between Quebec and Montreal from 11 feet at lowest water to 20 feet. It is still going on with the work to make it the depth of 25 feet, and to adapt the river for the passage of steamers of 5,000 tons, thus bringing such a ship from the sea, without breaking bulk, to Montreal, at the foot of the rapids of the St. Lawrence, 160 miles nearer the interior lakes than any port in the United States. We were much interested in Mr. Young's explanations of these matters, which were better understood by the maps shown, as also in the examination of a map, lately completed, of a survey of the Canadian Pacific Railway from the St. Lawrence and Halifax and British Columbia on the Pacific, all of which has been surveyed by the Government of Canada at a cost of over two millions of dollars. By this route the Rocky Mountains will be crossed at an altitude 4,000 feet less than by the line to San Francisco. The Canadian route to the Pacific from England will be shorter by two and a-half days to Australia, Japan, China, &c., than by any present line—in all of which Australia is deeply interested. Mr. Young dwelt at some length on the advantages which would result from the Colonies uniting together for the free exchange of labour between each, and said that he had been a witness to a similar state of things in Canada as now exists in Australia; and that he had also seen the beneficial

results of Confederation there. He spoke also on the questions of Protection and Free Trade, and said that in all countries where there was not direct taxation for revenue, all duties levied for revenue are incidentally protective; but to put on duties, as in Victoria, not for revenue, but to build up certain manufactures, was, in his opinion, injurious in the extreme, and calculated to destroy trade. He would give the manufacturer the raw material for manufactures free. If he cannot command the market under such circumstances it shows, he considers, that there are natural causes at work to prevent the success of the industry, and consequently that the country is not adapted to it. We heartily wish Mr. Young success in his mission to these Colonies, and hail with satisfaction the prospect of a closer union between the Colonies of Australia and Canada.

The speech of the Hon. John Young, representative Commissioner from Canada, at the banquet given to Messrs. Morris and Robinson, at Sydney, last week, is another of those deliverances which affect the ears of protectionists as unpleasantly as the sound produced by the sharpening of a saw. Mr. Young told his hearers that by the federation of the North American Colonies, free trade had been established throughout the length and breadth of the Dominion. "The army of custom-house officers had been disbanded, and duties are now collected for revenue only." "The result," he added, "has been highly satisfactory, and advantageous to the country. By this union our country is no longer a mere set of disconnected States or Provinces, each having its respective rights; but they at once have become a power, with free commercial intercourse with each other, under one general government, and through this they vastly increased their financial, military, and political power, as well as their general prosperity." For these reasons he earnestly recommended the Australian Colonies to go and do likewise, feeling assured that freedom of commerce and federation must be productive of the same beneficial results in this part of the empire as in that with which he has been connected for half a century. Upon these subjects Mr. Young is entitled to speak with authority, and to be listened to with respect; for, as Mr. Mort observed in proposing his health, "he had fought the battle of free trade, and he had won it." Canada, although a mere stripling compared with the American Goliath, has not shrunk from challenging competition with her big and heavily-protected neighbour, and has had no reason to regret her fidelity to sound fiscal principles. Her progress in population and wealth has been very great indeed; and although at the present moment she is naturally suffering from the effects of the severe commercial crisis through which the United States are passing, yet all experience goes to show that free trade countries recover much more speedily from temporary reverses of this kind than those which are encumbered with protection. We sincerely hope that Mr. Young's aspirations on behalf of Australian federation may be realized, and we may congratulate the Dominion of Canada upon having selected as its representative at the Exhibition in Sydney a gentleman of such enlightened views and high intelligence.

ELDER, SMITH & CO.'S MONTHLY CIRCULAR.

ADELAIDE, SOUTH AUSTRALIA,

14th June, 1877.

IMPORTS.

Ale and Porter.—Bottled Ale is in good demand at 10s. to 10s. 6d. per dozen, but Bulk Ale sells very slowly at irregular prices. Bottled Stout is in fair request at from 8s. to 10s. per dozen, according to brand, and Trumen's Bulk is worth about £8 per hhd. Duty, 9d. per reputed gallon.

Building Materials.—Red Baltic Deals are readily saleable at 6½d. per foot of 9 x 3, and the supply is not equal to the demand. Flooring Boards are in good request at 14s. to 14s. 6d. per 100 running feet for Red 6 x 1½ inch, and proportionate rates for other dimensions. The "Glarus" brought a cargo of Boards a few days ago from Christiania which had been sold before arrival, and the purchasers are reselling it at very full rates. A large cargo of Oregon Timber has just arrived per "Look Out," from Burrard's Inlet, and it had also been sold before arrival. Gospel Oak Galvanized Iron sells pretty freely at £28 10s. to £30 per ton for 24 and 27 gauge, and White's Portland Cement is worth 16s. 6d. to 17s. per barrel. Duties—Deals, 2s. 6d. per 40 cubic feet; Boards, 1s. 6d. per 100 feet super.; Galvanized Iron, 30s. per ton; Cement, 2s. per barrel.

Candles.—Parcels on the spot command 10½d. per lb., and shipments to arrive have been sold at 10d. to 10½d., with all faults. Robair's are the favourite brand. Duty, 1d. per lb.

Coffee.—We repeat our last month's quotations, viz.: Ceylon Plantation, 1s. 4½d. per lb., and Ceylon Native and Java, 1s. to 1s. 2d. Duty, 3d. per lb.

Coals and Coke.—English Tanfield Moor Coals are in moderate request at 35s. to 40s. per ton, and Heavy Foundry Coke is worth about 60s. per ton. Duty free.

Jute Goods.—Cornsacks sell in trade parcels at 10s. to 10s. 6d. per dozen. Stocks are small, and we shall probably require a very large number during the last three months of the year. Woolpacks fetch 3s. 9d. to 4s. each, and unless shipments increase we shall most likely run short for the shearing in September. Ore Bags are held for 4s. 9d. to 5s. per doz., and Bran Bags are in request at 6s. 6d. to 7s. 6d. according to size and quality. In Canvas and Twine there is very little doing. Duties—Cornsacks, 6d. per dozen; Woolpacks, 3d. each; Ore and Bran Bags, 3d. per dozen; Canvas and Twine, free.

Dried Fruits.—Currants sell pretty freely at 5½d. per lb., and Cape Raisins are worth 5d. to 5½d. Duty, 2d. per lb.

Malt and Hops.—Sales of Malt take place at 8s. 6d. to 9s. per bushel, but the demand is not very large at this season. Kent hops are worth 2s. 3d. to 2s. 6d. per lb., and Tasmanians sell readily at 1s. 4d. to 1s. 6d. per lb. Duties—Malt, 6d. per bushel; Hops, 3d. per lb.

Kerosene.—There is no change to note in this article, Trade sales are made at 2s. to 2s. 1d. per gallon. Duty, 3d. per gallon.

Pig Iron.—Shipments of various brands to arrive have been sold at £5 to £5 2s. 6d. per ton, and stocks are somewhat reduced. Duty free.

Blasting Powder, &c.—Holders are asking about 7d. per lb., but the trade decline to buy at over 6d., and there is very little doing. There have recently been some very successful trials of Dynamite here, and this explosive is selling pretty freely at 2s. 6d. per lb. Duty free.

Rice.—Small shipments of Clean Dressed Java and Saigon can be placed at £22 to £22 10s. per ton, but large quantities cannot be placed in this market. Duty, 3s. per cwt.

Salt.—There is still a good demand for this article at £5 to £6 per ton for Fine and £3 12s. 6d. to £3 15s. for Coarse. Duty, 20s. per ton.

Soda Crystals.—The trade is being supplied at £9 per ton, and stocks are moderate. Duty, 20s. per ton.

Sugar.—White Crystals sell pretty freely at £36 10s to £37 per ton, whilst Browns and Yellows range from £31 to £35. Rations are very scarce indeed, and several hundreds of tons could easily be sold at £32 per ton. Duty, £3 per ton.

Tea.—Stocks are ample, and there is nothing doing. Duty, 3d. per lb.

Tobacco.—We quote best Twist in quarter tierces and boxes at 1s. 5d. to 1s. 7½d. per lb. in bond, according to brand. Duty, 2s. per lb.

Wire.—Drawn Wire sells slowly at £14 10s. to £16 per ton for Nos. 6 to 8, whilst Rolled is very dull at £11 10s. to £12 5s. for Nos. 5 and 6. Duty, 20s. per ton.

Wines and Spirits.—We have passed a very dull month in this trade, and prices are rather lower. Hennessy's Case Brandy is worth 31s. to 32s. per dozen, whilst Bulk is dull at 8s. 9d. to 9s. U. V. P. C. Bulk may be quoted at 8s. to 8s. 3d., and Cases at 24s. to 25s. each. Bisquit, Dubouche & Co's. Bulk has been dealt in to a small extent at 8s. per gallon, and Cases at 22s. 6d. to 40s. each, according to quality. Rum is very slow of sale, West India fetching 3s. 6d. for 10 o.p. and 4s. for 30 o.p., and Queensland 2s. 6d. per gallon for 30 o.p. Booth's Gin in bulk is worth 4s. 9d. per gallon, and Cases 15s. to 15s. 6d. each. Stewart's Sauce Whiskey in bulk is in fair demand at 4s. per gallon, and Mitchell's Irish is held for 5s. 6d. to 6s. There have been further sales of Duc de Montebello Champagne at 56s. per Case, and a shipment of B. & E. Perrier's has been closed at 45s. to 50s. per Case. We have not heard of any important transactions in Port, Sherry, or Claret. Duties—Spirits, 10s. per gallon; Still Wines, 4s., and Sparkling Ditto, 6s. per gallon.

Yellow Metal.—A shipment of Vivian's has recently been sold at 9½d. to 9¾d. per lb., and some parcels of Muntz's to arrive have changed hands at 8½d.

EXPORTS.

Wheat and Flour.—Business in Breadstuffs has been very dull during the past month, and prices are somewhat lower. We now quote shipping parcels of Wheat at 7s. 8d. to 7s. 9d. per bushel of 60 lbs., and Flour at £18 per ton of 2,000 lbs. for Town Brands, and £17 for Country Brands. We have sent away 50,000 tons since the beginning of the year, and we still have about a like quantity available for export during the next six months. The new crops look very promising, and we hope to reap a bountiful harvest at Christmas.

Bones.—Shanks are worth £10 to £12 per ton in shipping parcels, and Common Bones can be purchased at about 50s.

Bran.—This article is without change, the price for shipping parcels still being 1s. 3d. to 1s. 3½d. per bushel of 30 lbs.

Butter—Stocks are not large, but fair quality can be bought at 1s. 0½d. to 1s. 1d. per lb.; kegs given but not weighed in.

Copper.—We repeat our nominal quotations, viz.: £76 to £77 per ton for Wallaroo, and £74 to £75 for Burra.

Mimosa Bark.—Cargoes of Chopped on the coast can be bought at £7 per ton, and Ground at Port Adelaide is worth £7 15s. to £8 per ton; bags given in in both cases.

Tallow.—There have been sales of fair mixed at about £35 per ton, and Regular Mutton commands £36.

Wool.—There have been no large sales, but nominal quotations will be found within.

Exchange.—The Banks buy 60 days' sight drafts on London at ¼ per cent. discount, and sell the like at 1½ per cent. premium.

FREIGHTS.

The absence of demand for tonnage, noted in previous circulars, still continues, and until the opening of the wool season in September next, large ships are not likely to command outward employment.

For LONDON.—The "Portia" has cleared and the "Mary Moore" is now the only vessel on the berth. Rates of freight remain unchanged, but there is at this season very little cargo offering for shipment. Quotations by berth ships here and in the neighbouring Colonies are given below, but in all these ports the tonnage now loading is ample for present requirements.

	WOOL.		COPPER.	TALLOW.	BARK.		MEASUREMENT.	LEATHER.
	Greasy.	Scoured.			Ground.	Chopped.		
Adelaide...	¾d.	¾d. to 11-16d.	30s.	50s.	50s.	60s.	40s.	60s.
Melbourne.	¾d.	¾d.	25s.	50s.	40s.	50s.	35s.	55s.
Sydney.....	¾d.	¾d.	40s.	45s.	..	..	40s. to 42s. 6d.	50s.

For SOUTH AFRICAN PORTS the following vessels have taken their departure since last mail:—"Mathilde," 120, and "Queen of the South," 376, for Cape Town; "Sarah Smith," 194, for Natal; and "Vixen," 180. There are no vessels reported as loading at present.

For CALCUTTA.—The "Alnwick Castle," and "Pride of Canada" are on the eve of departure, the former with 300 tons Copper, and the latter with about 100 tons Copper.

THE COASTING TRADE is very slack, but rates Newcastle to Adelaide show an improvement. The "Ganymede," gets 14s. per ton for a return cargo of coal, and this rate is still obtainable. The following rates have been paid during the month

* The first ship which passed through the channel between Quebec and Montreal drawing 18 feet of water, when there was 11 feet in the old channel.

on Wheat and Flour shipments hence:—Newcastle, 5s.; Sydney, 7s.; Brisbane, 13s.; Rockhampton, 22s. 6d. to 24s.; Wellington, 20.

Newcastle quotations just received by wire are as follows:—Shanghai, 23s.; Hongkong, 18s.; Amoy, 22s.; Saigon, 17s.; Java, 14s.; Manila, 14s.; San Francisco, 19s.

GEMMELL, TUCKETT & CO.'S MONTHLY TIMBER REPORT.

Melbourne, April 16, 1877.

American Lumber.—The shipment ex "Grandee" was the only parcel quitted at auction during the month, realizing for W. P. Shelving, £11 to £11 7s. 6d.; Clear Pine, 1½, 1½, 2, 2½, 3 and 4-inch, £14 10s. to £14 12s. 6d. per M. The "Sarah," from Boston, is now landing 68,476 feet W. P. Ceiling, Clear Pine, Shelving, and T. and G. Pitch Pine. The trade are stocked with medium and inferior Lumber, but good quality timber will meet with improved prices.

Oregon.—The cargo ex "Merchant" was offered at auction on the 6th inst., when only about half the cargo, Deal sizes, was sold, at £8 5s. to £8 10s., the balance being stored. The trade are only purchasing for immediate requirements, and any attempt to force the market would result in bringing down prices to less than first cost and freight. Stocks now in store aggregate over four million feet.

Baltic Red Deals.—The market for direct shipments has improved. We quote for good joiner's quality, 11 x 3 and 9 x 3, 6½d. to 6¾d. per foot of 9 x 3. English shipments are not in favour with the trade, and would not realize within 0¾d. to 1d. per foot of the above quotations.

Doors.—No sales. Stocks are increased by 2281, ex "Sarah," from Boston. The trade are heavily stocked, and will only purchase at very low rates.

Norwegian and Scotch Flooring.—We report sales ex "Anna," "Saturnus," "Loch Long," and "Loch Linnhe," realizing for Red 6 x 1½, 15s. 3d.; 6 x ¾, 11s. 3d.; 6 x ½ Beaded, 7s. 6d.; White 6 x 1½, 12s. 9d. to 12s. 6d.; 6 x ¾, 10s. 4d. to 10s. 8d.; 6 x ½ Beaded, 6s. 9d. per 100 feet lineal. Arrivals during the month aggregate 4,179,000 feet, and include the cargoes ex "Jupiter" and "Printzenberg," from Christiania. Any large advance on the above rates from any cause would bring heavy shipments from New Zealand of Kauri Flooring, recent shipments from there having given great satisfaction to builders and the trade generally.

Kauri.—Our remarks last month respecting Hewn Kauri have been speedily verified; and but for the fact that one buyer took up the cargoes ex "Birchgrove," "Glimpse," "Byron," "Free Trade," and "Wild Wave" at 12s. 6d., prices must have receded to 9s., and perhaps lower. The above cargoes are equal to twelve months' supply at the present rate of consumption for Hewn Timber, the demand for which has been largely superseded by Sawn Boards and Flitches.

Quebec Timber.—We have no business to report. Stocks in first hand nil. Spruce Deals are in demand; and we look for improved rates for the next parcels offered at auction.

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Californian Redwood.—The cargo of *Cléar*, ex "*Hazard*," was tried at auction on the 10th instant. About £10 5s. being the best offer, the whole was withdrawn, and is now being stored.

New Zealand Red and White Pine.—No sales to report; a parcel placed on the market, if well assorted and of good quality, would probably bring from 4s. to 5s. per 100 feet super.

Richmond River Pine.—The market for this line at present is greatly depressed. The cargo ex "*Smal. Merritt*" was tried at auction during the month without meeting buyers.

Cedar.—No sales at auction. We hear of good quality Queensland being sold privately at 30s.; inferior quality is quite unsaleable.

Queensland Pine.—No sales. No stocks.

Laths and Pickets.—Ex "*Merchant*," four feet six inch. Oregon Pickets made at auction £6 10s.; and four feet six in. Laths, 30s. per M.

Hardwood.—No sales at auction. Red Gum is very scarce, and has advanced in price considerably. Most of the mills at Echuca have stopped work for want of logs, the rivers not being navigable for crafts employed for bringing down logs to the mills.

Palings.—We report sales, ex "*Tamar*" and "*Southern Cross*," at 12s. 6d. to 13s. for five feet.

Cement.—Advices by last mail of light shipments have caused an advance in value of best brands. On the 10th instant 500 casks of Knight, Bevan & Co.'s, ex "*Juno*," brought at auction 17s. 6d. The stocks of inferior brands are very heavy. The whole stocks of White's, and Knight, Bevan's Portland, are now in the hands of the trade.

American Plaster.—This line continues very dull. Shipments are far beyond our requirements. We quote 14s. to 14s. 6d. for small parcels; but to effect sales of entire shipments, lower rates would have to be accepted.

Galvanized Corrugated Iron.—Advices by the last mail caused some business in this line. Several invoices here and to arrive, comprising shipments of Phillips and Hill's "*Orb*," Gospel Oak, &c., have been taken up—for ordinary English brands 26-gauge, £26; for "*Orb*," £27; and for Gospel Oak, £27, and up to £27 10s.

Slates.—The finer descriptions of English have been difficult to quit during the month, in consequence of large arrivals from America and elsewhere being placed on the market at low rates. We give below particulars of a sale of a parcel from a new quarry in Tasmania, the quality of which is excellent, considering this is the first output, and greatly better things are naturally expected as the workings go deeper. Should these anticipations prove correct, it will stop English and American shipments, as the prices at which the Company can lay them down in this market will defy competition. Prices for Bangor are really nominal, although quoted at—for 24 x 12, £19; 22 x 12, £17; 20 x 10, £14 per M.

Arrivals comprise—From London, "*Pendragon*," 150 casks Cement, 125 cases G. C. Iron; "*Juno*," 500 casks Cement, 178 cases G. C. Iron, 600 bundles Laths, 10 casks Plaster; "*Serapis*," 50 cases G. C. Iron; "*Glendaruel*," 110 cases G. C. Iron, 875 Deals, 500 casks Cement. From Liverpool — "*Haddington*," 291 M Scotch Flooring, 27 M Slates, 50 cases G. C. Iron; "*Linguist*," 50 cases G. C. Iron, 79,890.

Slates; "Merwanjee Framjee," 14,400 Slates, 787 Spruce Deals; "Aberlady," 56 cases G. C. Iron, 234 Spruce Deals. From Glasgow—"Loch Linnhe," 622 M Scotch Flooring. From Christiania—"Jupiter," 1715 M Flooring; "Printzenberg," 1551 M Flooring. From Boston—"Sarah," 9277 Slates, 350 barrels Plaster, 24,745 Pitch Pine Flooring, 9402 feet W. P. Shelving, 11,337 feet W. P. T. and G. Ceiling, 22,992 feet Clear Pine, 650 bundles Laths, 2,281 Doors, 16 bundles Sashes. From Humboldt Bay—"Hazard," 255 M Clear Redwood. From Port Gowan, Tasmania—"Rubicon," 30 M Slates. From Sydney—"Civility," 55 M Cedar. From Kaipara—"Wild Wave," 167,360 feet Kauri. From Hokiang, "Free Trade," 269 M Kauri.

SALES BY AUCTION.

American Lumber.—Ex "Grande," 152,682 feet W. P. Shelving, 17 to 22 in. wide, £11 7s. 6d. per 100 feet super.; 16-in. do., £11 5s. do.; 15, 14, 13-in. do., £11 2s. 6d. do.; 12-in. do., £11 to £11 2s. 6d. do.; 3,897 feet 1½-in. Clear Pine, 10,564 feet 1½-in. do., 23 M 2-in. do., 10 M 2½-in. do., 20,283 feet 3 in. do., 10,266 feet 4-in. do., £14 10s. to £14 12s. 6d. do.

Oregon.—Ex "Merchant," 349,709 feet 11 x 3, 11 x 1½, 9 x 3, 9 x 1½, 11 x 4, 9 x 4, 12 x 4, 18 x 4, 12 x 6, 14 x 6, 16 x 6, 18 x 6, 24 x 6, 12 x 8, 9 x 9, 18 x 18, £8 10s. to £8 6s. per M feet super.

Norwegian and Scotch Flooring.—Ex "Loch Long," 9,409 feet 6 x 1½ White T. and G., 12s. 6d. per 100 feet lineal; 115,720 feet 4-out Weatherboards, 7d. 6d. do. Ex "Loch Linne," 844 M feet, for 6 x 1½ Red T. & G., 15s. 3d. do.; 6 x 1½ White do., 12s. 9d. to 12s. 6d. do.; 6 x ½ do., 10s. 3d. do.; 6 x ½ do., Beaded, 6s. 9d. do.; 4-out Weatherboards, 7s. 6d. do. Ex "Anna," 1,174,150 feet, for 6 x 1½ Red T. & G., 12 feet and up, 15s. 3d. do.; 6 x ½ do., 11s. 6d. to 11s. 3d. do.; 6 x ½ do., Beaded, 7s. 6d. do.; 6 x 1½ White T. and G., 12s. 9d. do.; 6 x ½ do., 10s. 4d. to 10s. 3d. do.; 6 x ½ do., Beaded, 6s. 9d. do.; 4-out Weatherboards, 7s. 9d. to 7s. 6d. do. Ex "Saturnus," 50 M 6 x ½ White T. & G. 10s. 3d. do.

Kauri.—Ex "Nightingale," 23,906 feet Boards, 12 x 1 to 20 x 1, 19s. 9d., to 21s. 9d. per 100 feet super.; 22,520 feet 12 x 1½ to 16 x 1½, 17s. 9d. to 18s. 3d. do.; 26,770 feet 12 x 1½ to 16 x 1½, 17s. 9d. to 19s. do.; 17,690 feet 12 x 2 to 22 x 2, 17s. 6d. to 17s. 9d.; 82,507 feet Sawn Flitches, 24 x 6 to 38 x 14, 14s. 3d. to 15s. 3d. do.; 390,330 feet Hewn Timber, ex "Byron" and "Glimpse," 12s. 6d. do.

Cement and Plaster.—Ex "Juno," 500 casks Knight, Bevan and Co's Portland Cement, 17s. 6d.

Slates.—Ex "Rubicon," from Port Gowan, Tasmania, 15,086 Slates, 20 x 10, £12 10s. to £12 per M; 18 x 10, £9 10s. do.; 18 x 9, £8 15s. do.; 16 x 10, £8 10s. do.; 16 x 9, £7 10s. do., 16 x 8, £7 do.

Laths and Pickets.—Ex "Merchant," 30,600 Oregon Pickets, 4-feet 6-in., £4 10s. per M; Laths, 50,400 do., 30s. do.

Palings.—Ex "Southern Cross," 20 M 5-feet, 13s. to 12s. 9d. per 100. Ex "Tamar," 18,880 5-feet, 12s. 6d. do.*

GEMMELL, TUCKETT & CO.,

Auctioneers and Timber Brokers.

* EXPLANATORY.—Scotch flooring is sold at per 100 feet running; American lumber is sold at per 1,000 superficial feet; Deals per foot of 9 x 3; Standard, is 165 cubic feet; 4-out weatherboards, are 4 boards out of 7 x 2½ battens.

ABBREVIATIONS.—Lin.—lineal; d.m.—double mould; s.m.—single mould; r.p.—raised panel; m.—thousand; p.n.t.—price not transpired.

Mr. Denny published the following circular at the Exhibition, and agreed to act as agent in introducing Canadian machinery into Bathurst and surrounding country. Bathurst is 123 miles from Sydney, and 2,500 feet above sea level:

CANADIAN MANUFACTURERS ABROAD.

It is pleasing to notice that Canadian inventors are beginning to gain a footing abroad. One of our enterprising citizens, Mr. S. Crawford, of the Globe Agricultural Works, who patented the "I.X.L." combined reaper and mowing machine, now so favorably known throughout Ontario, has had a large number of applications from the United States, England, Germany and other countries, to use his patent. Mr. Crawford has also begun to ship his machines to England, and has appointed a practical machinist and agriculturist as his agent. It is expected that a large trade will be opened up. This, with the prospective opening up of an Australian trade, will give ample opportunity to our implement makers to extend their trade. Success to them!—*Ontario Free Press*, April 13, 1877.

THE EXHIBITION OF CANADIAN AGRICULTURAL MACHINERY, DENISON FOUNDRY BATHURST.

(Reprinted from the *BATHURST TIMES*, of Saturday, the 7th July, 1877.)

By advertisement, the public will see that the undersigned will act as agent for the Western district for all descriptions of Canadian machinery; and that 100 reapers and mowers—in addition to those now on view at Denison Foundry—will soon be on the way here, and are expected to arrive next November.

The machines now being exhibited are of the most complete kind. The side-delivery reaper has all the advantages that it is possible to put into such a machine, and indeed, all that are required. These machines are made of the best materials of wood and iron, and have strength enough in all their parts to stand the work of any of our wheat fields. At the same time, they are so light—only about one-half the weight of ordinary side-delivery machines—that two horses will work them all day, cutting at the rate of one acre per hour.

Hitherto, a great mistake has been made in the manufacture of side-delivery reapers used in this district. They have been so heavy that two strong horses could not work them for more than two hours at a time; and the result of having to draw so much cumbersome machinery, for what really requires only a man's power, has caused the farmers to abandon the side, and take to the back-delivery machine. The back-delivery reaper has been found easy of draught, only about half the labour on the horses; and, besides this, sheaves of equal size can be made in any crop, no matter how unequal it has grown, whilst, with the old side-delivery, a sheaf would be made with every revolution of the rakes without regard to size or quantity.

The Canadian manufacturers having regard to the crops in their country being taken off with as little waste as possible, have made side-delivery machines which must supersede the old side-delivery. Firstly: because they are only one-half the weight and

draught. Secondly: although very much superior in workmanship, they are, in point of cost, one-third less. With those machines the size of the sheaves does not depend upon the quantity of the crop, but upon the will of the driver, who, with a motion of his foot, can, whilst driving, control the rake gear. If the crop has evenly grown, the rake gear may be set to make a sheaf every revolution on the part of the driver. Although thus set, the driver can arrest or stop the operation of the rakes, so as to travel any distance without throwing the cut grain from the platform. This, of course, enables him to gather a full sheaf when the grain stands light on the ground. This very valuable feature must recommend itself to those interested.

The disadvantages of the back-delivery reaper are as follows:—Firstly: in addition to the driver, it requires an expert hand to deliver the sheaves properly. Secondly: it must have a full staff of binders following, so as to have the sheaves removed to the side before the machine comes round again. Should there not be sufficient binders to keep the work clear up to the machine, a loss of time results. The machine must stand still. In any case, the machine must remain idle whilst the binders are partaking of their meals, hence a back-delivery is a positive loss to the owner. A man possessing a reaping-machine cannot afford to lose even the meal hours, as the wheat crop must be cut within a certain season; every hour thus lost, is absolutely lost, and cannot be regained. I know of instances where binders were so scarce last season, that farmers and their families had to do the binding themselves. In these cases the back-delivery was idle half its time. Had a side-delivery machine been employed, it could have been kept constantly working, cutting for two, or even three farms; farmers being aware that the action of the side-delivery is to land the sheaves at the sides, leaving a clear space for the horses coming round the next turn, without removing sheaves laid off in previous rounds. Thus, in case of scarcity of binders, a farmer and his family could, with a side-delivery reaper, get three or four hours' work ahead in one paddock, and their neighbours could derive a similar advantage from the same machine. From the foregoing, it will be seen that our farmers should have all the advantages which can be offered in the way of machinery. I remember that during last harvest as much as 25s. an acre was paid for reaping wheat, and at that price it was impossible to get men who would average half-an-acre per day. The cost then becomes as under:—

Say a man lets 12 acres at 25s. an acre.....	£15	0	0
Food for one man cutting half-an-acre per day—24 days at 2s.	2	8	0
	£17	8	0

With side-delivery reaper, as follows, 12 acres may be cut in one day:—

Cost for one driver, and feed for horses.....	£0	15	0
Binding, 6s. per acre, including food.....	3	12	0
Wear and tear of machinery, 1 day.....	0	10	0
	£4	17	0

An average crop of wheat is 15 bushels to the acre; therefore, 12 acres would yield 180 bushels. Cost by hand, about 2s. per bushel; by side-delivery reaper, about 6½d. per bushel—being a difference of nearly 1s. 6d. per bushel in favour of machine.

The above estimate is based on the assumption that the weather is fine during the harvest; if otherwise, then, the cost per acre by hand would be greater, as the number

of hand reapers would have to be fed during the broken weather. The cost of harvesting last season was not felt on account of the extraordinary prices realised for wheat; but supposing this article should fall to 4s. or 4s. 6d., as in all probability it will—assuming the wheat crop throughout the colonies to be good—then, a difference of 1s. 6d. a bushel would mean a success or failure; if the latter, a number of farmers would abandon wheat growing the following season, and the district would suffer generally. Because figures would prove that, with a fair crop and good season, with price of wheat from 4s. or 4s. 6d. per bushel, the expenditure would exceed the returns. This becoming known would prevent others inclined to enter into farming pursuits from so doing; hence, the injury to the district.

I would urge upon the farmers and those interested to pay a visit to the Denison Foundry Exhibition of American and Canadian Machinery, when they can have the various exhibits put in motion and all details and advantages fully explained. Forty orders have already been received for reapers and mowers to be delivered next November, and although I shall have upwards of one hundred of those machines to dispose of, I am quite sure the lot will be placed by the month of February.

I shall also have a large consignment of ploughs, horse rakes, winnowing machine, 2 steam-threshing machines, horse-power threshers, &c., &c.

Those who cannot inspect machines now on hand are invited to write for particulars.

THOMAS DENNY,

Denison Foundry, Bathurst.

Sole Agent Canadian Machinery, Western District

Goods Received for the Sydney Exhibition, and Delivered as Consigned, or as per Order of Manufacturer.

J. Harris & Co., St. John, N.B.

(Delivered to Carl Stiphurk, as per order received.)

- 1 Shingle Machine.
- 1 Mowing do.
- 1 Wheel Rake.
- 1 Hay Cutter.
- 2 Ploughs.
- 1 Potato Digger.

A. Harris, Son & Co., Brantford, O.

(Delivered to Towns & Co., per order received.)

- 1 Mower and Reaper

Acton Plough Company, Acton, O.

(Delivered to Towns & Co., as consigned.)

- 1 Iron Plough.

John Watson, Ayr, O.

(Delivered to Towns & Co., as per order received.)

- 1 Horse-Power.
- 1 Grain Drill.
- 1 Field Roller.

- 1 Gang Plough.
- 1 Turnip Drill.
- 1 Sowing Plough.
- 1 Jack.
- 2 Root Cutters and Pulpers.
- 2 Straw Cutters.
- 2 Grain Choppers.
- 1 Corn Sheller.
- 1 Hand Straw Cutter.
- 1 Subsoil Plough.

John Abell, Woodbridge, O.

(Delivered to Towns & Co., as per order received.)

- 1 10 Horse-Power Portable Engine.
- 1 10 Horse-Power Thrasher and Separator, with Straw Carriers, and mounted on trucks.
- 1 10 Horse-Power Patent Short Port Balance Valve Engine, on wheels, complete.
- 1 Circular Saw Attachment.
- 1 Sampson Turbine Water Wheel.
- 1 Reaper (Johnson's).
- 1 Do., (Woods').
- 1 Do., Dodge Comb.
- 1 Hay Rake.

Chas. Duperow, Stratford, O.

(Delivered to Towns & Co., as consigned.)

- 1 Harrow.

Massey Manufacturing Co., Newcastle, O.

(Delivered to Towns & Co., as consigned.)

- 1 Mowing Machine.
- 1 Horse Rake.
- 1 Grain Crusher.

Thos. Richardson, Fergus, O.

(Delivered to Towns & Co., as consigned.)

- 1 Gang Plough.

P. M. Bawtenheimer, Hamilton, O.

(Delivered to Mr. A. Morris, as consigned.)

- 1 Potato Digger.

Whitney & Morton, Toronto, O.

(Delivered to Mr. A. Morris as per order received.)

- 2 Car Couplers.

Green, Bros., Waterford, O.

(Delivered to Towns & Co.)

- 2 Reapers, complete,

Forsyth & Co., Dundas, O.

(Delivered to Towns & Co.)

1 Comb Mower and Reaper.

Wentworth Engine and Implement Co., Hamilton O.,

(Caird, Patterson & Co.)

10 Combined Mowers & Reapers.

1 4 Horse-Power Upright Portable Engine.

1 25 Horse-Power Horizontal Engine and Steam Pump.

1 Corn Sheller.

1 Jointer Plough.

1 Cultivator.

Woods Lyons, Brantford, O.

(Towns & Co.)

1 Phaeton Carriage.

1 Do.

1 Suggy.

Bruno Ledeaux, Montreal, Q.

(Towns & Co.)

1 Carriage.

G. S. Tiffany, London, O.

(Mr. A. Morris, consigned.)

1 Brick Machine.

E. & C. Gurney, Hamilton, O.

(Mr. T. Oliver, special agent, per order received.)

4 Stoves.

2 Sets Hollowware.

Guelph Sewing Machine Co., Guelph, O.

(A. Chandler, Woods & Co., per order received.)

7 Sewing Machines.

C. W. Williams Manufacturing Co., Montreal, Q.

(Turner & Wood.)

13 Sewing Machines.

8 Do.

1 Cabinet Case.

Gardner Sewing Machine Co., Hamilton, O.

(T. Oliver, special agent.)

5 Sewing Machines.

Cases, &c.

R. M. Wanzer & Co., Hamilton, O.

(Gibb, Shallard & Co., as per order received.)

Sewing Machines.

APPENDIX.

A. C. Atwood, Vanneck, O.
(Towns & Co., as per order received.)

1 Bee Hive.

1 Honey Extractor.

D. Herald, Gore's Landing, O.
(Towns & Co.)

2 Canoes.

J. Lapierre, Isle d'Orleans, Q.
(Towns & Co.)

2 Boats.

H. T. Smith, Toronto, O.
(Present himself, and took charge.)

Soda Fountains.

Brass Goods.

Plumbers' Goods, &c.

Wilson, Gilmour & Co., St. John, N.B.
(Towns & Co., as consigned.)

Marble Mantels.

Hugh Sells, Vienna, O.
(Towns & Co., as consigned.)

Cider Presses.

Wine "

John Beard, Woodstock, O.
(Caird, Patterson & Co.)

Woodenware.

D. F. Jones, Gananoque O.
(Towns & Co.)

Shovels.

Burlington Glass Co., Hamilton, O.
(T. Oliver, special agent.)

Glassware.

James Brown, Toronto, O.
(A. Morris, per order received.)

Map Stands in Nickel, Brass and Iron.

McMurray, Fuller & Co., Toronto, O.
(Want & Co., as per order received.)

Mowing Machine.

Woodenware.

Brooms, Brushes, &c.

Grey, Young & Sparling, Seaforth, O.
(Caird, Patterson & Co., per order received.)

3 Barrels Salt.

John Ritchie & Sons, Toronto, O.

(H. T. Smith.)

Steam Whistles and Valves.

Gauges.

Brassfounders' Goods, &c.

James Smart, Brockville, O.

(Cowl, Stephen & Co.)

Boring Machines.

Mortising do.

Drilling do.

Hardware, &c.

Peck, Benny & Co., Montreal, Q.

(Caird, Patterson & Co.)

Kegs Nails.

Archd. J. Hope & Co., Montreal, Q.

(Caird, Patterson & Co.)

Barrells Axes.

The following goods, shipped in the ship "Escort" from New York, were claimed by Messrs. Towns & Co., of Sydney, they having orders to receive them on account of Messrs. R. W. Cameron & Co., New York :

Bruno Ledeaux.

London Carriage.

Woods & Lyons.

Open Buggy.

Two Horse Covered Carriage.

Top Phaeton Buggy.

Wilson, Gilmour & Co.

6 cases Slate Mantels.

Mr. Forsyth.

Planet Mower and Reaper.

Planet Mower.

Thos. Richardson.

Gang Plow.

Mr. Duperion.

Duperon Improved Harrow.

Massey Manufacturing Co.

Mowing Machine.

Horse Rake.

Grain Crusher.

Atwood.

Bee Hive.
Honey Extractor.

Acton Plow Company.

• Single Framed Iron Plow.

Green Bros.

Single Reaper.

D. Herald.

Canoe and two paddles.

Forayth & Co.

1 combined Reaping Machine.

Jones & Co.

2 cases Shovels.

I hold receipts for delivery of above.

J Y.

MEMORANDUM.

Goods shipped to Brisbane for Queensland Exhibition.

James Warneck & Co., Galt.

10 boxes Axes.

T. S. Elliott, Guelph.

12 Washing Machines.

R. Malcolm, Toronto.

20 Setter Bags.

Walker & Mills, Toronto.

2 Tables and Sideboards.

Miller & Co., Toronto.

Cattle Feeder.

Mr. Cossett, Guelph.

1 Gang Plow.

Mr. Wilson, Richmond Hill.

1 Fanning Mill.

Cameron & Co., Galt.

1 Tanning Machine.

Fleming & Son, St. John, N. B.

1 Oscillating Engine.

Canada Sewing Machine Co., Hamilton.

2 Sewing Machines.

Munroe & Hogan, Seaforth.

1 Plough.

Grain Bros., Waterford.

1 Royce Reaper.

Mr. Maxwell, Paris.

1 Chaff Cutter.

1 Root Cutter.

1 Root Pulper.

1 Grain Crusher.

1 Iron Jack.

Mr. Adams, Paris.

1 Democrat Waggon.

McClory Carriage Co., London.

1 Family Bratt.

Wallacetown Carriage Co.

1 Family Carriage.

Mr. Gillies, Galt.

1 Open Buggy.

Haggert Bros., Brampton.

1 Royce Reaper.

MEMORANDUM.

Goods shipped to Bathurst, N.S.W., to be sold there by Mr. Denny.

Ostell & O'Connor, Montreal.

1 Chaff Cutter.

Sherman & Foster, Stratford.

1 Reaping Machine.

Denis Rouland, London.

1 Potato Digger.

1 Plow.

L. F. Sanger, Hamilton.

1 Mower.

1 Reaper.

Thompson Williams Manufacturing Co., Stratford.

1 Mower.

1 Reaper.

1 Reaper Combined.

ON HAND AT MESSRS. BRADLEY, NEWTON & LAMB'S, SYDNEY.

Upper Canada Furniture Co., Toronto.

1 Carriage Rug.

1 Etager.

R. May & Co., Toronto.
1 Inlaid Cabinet.

Riley & May, Toronto.
1 Billiard Table.

AT EXHIBITION BUILDING.

Toronto Car Wheel Co.
2 pair Car Wheels.

J. McDougall & Son, Montreal,
1 Car Wheel.

THE HONOURABLE JOHN YOUNG,
(Representative of Canada in Australia),
Brisbane.

BRISBANE, 15th May, 1877.

DEAR SIR,

We are glad to see by your presence in Brisbane, and by your remarks in Sydney, and at the Chamber of Commerce here, that you are anxious to see a trade initiated between the Dominion of Canada and the several Australian Colonies. We have no doubt that when once a commencement has been made, a considerable interchange will result.

Labour saving machinery of every kind is a desideratum in all these Colonies, and many articles previously imported from England, but better adapted to the wants of a new country, as manufactured by yours, will no doubt meet with a ready sale when brought before our Colonists.

The Intercolonial Exhibition to be held here in August next, under the auspices of the National Agricultural and Industrial Association of Queensland, will afford an opportunity for, to some extent, testing the market, and of showing what description of goods are likely to be most required here.

Our most important export at present is Wool,—and it is in this that we think our interchange will, for some time to come, be principally confined. As you will, no doubt, have seen by the varieties exhibited by us at the late Centennial at Philadelphia, the qualities of wool grown in Queensland, whether of very fine or coarse kinds, are of very superior quality, and it will only remain for us to ascertain the particular kinds required by your manufacturers that we may be enabled to place the same before them. On this head we should be glad to hear from you at your convenience. We should be glad, also, if you will favour us with the names of any wool buyers, in order that we may, with your permission, place ourselves in direct communication with them.

In any Commission or Agency business whatever, we shall be glad to place our best services at your disposal.

We are, dear Sir,

Your faithfully,

FENWICK & SCOTT.

Reference if required,
Bank of N. S. Wales, Brisbane. }

Every Colony has its particular wines, and all differ in flavour and taste. I was not fortunate enough to get a memorandum of the New South Wales, Victoria and Queensland Wines, but I believe they would all take well in Canada. The following is a list of South Australia Wines, of which a few are now on passage :—

WINES.	Per doz. Qts.	Per gall.
MOROOROO VERDEILHO—		
Patronized by H. R. H. the Duke of Edinburgh. Mr. H. C. Blackburn, Wine Juror at the London Exhibition of 1874, says :—"The Verdelho (No. 37) is a very fine specimen of a rich dessert Wine." Julius Barth Schneffer, another Juror, says :—"Verdelho (No. 37) is a most excellent and beautiful sweet Wine." Antonio de Aguiar says :—"Sweet Wine, but very fine, good flavour and bouquet".....	20s.	8s.
MOROOROO REISLING—		
A delicious Dry Wine, soft and fragrant, is justly regarded by connoisseurs as the premier White Wine of South Australia.....	20s.	8s.
FRONTIGNAC—		
A fine Sweet Wine of the character of Constantia.....	20s.	8s.
AUSTRALIAN PORT—		
A blend of the choicest Old Wines to be found in the colony; a perfect Wine of its kind, and will compare favourably with any imported Port at double the price..	18s.	7s. 6d.
OOMOO RED—		
Is a full dry Wine of a Burgundy character, verging on Claret, and is a fair sample of the generous unfortified Wines of South Australia.....	19s.	7s. 6d.
OOMOO WHITE—		
A first-class Sweet Wine, and not quite so sweet as the Moroouroo Verdelho.....	19s.	7s. 6d.
MOOLAROO RED—		
A good medium quality dry Wine, and good value at the price	11s.	4s.
MOOLAROO WHITE—		
A close approach to a good dry Sherry and cannot be excelled, price considered.....	11s.	4s.

These Wines are all pure and unfortified, and none less than 4 years old. T. H. has much pleasure in selecting from many others the following medical testimony in favour of the Oomoo Wines:—

NORTH TERRACE, Sept. 11, 1875.

MY DEAR MR. HARDY—I have much pleasure in expressing my appreciation of the Oomoo Wines you have been kind enough to submit to me. I can speak most favourably of their wholesome character, and in giving a preference to the Red over the White, I am expressing what I have long felt, that our Red Wines in general amount almost to a Chalybeate tonic.

I am, yours very truly,

WILLIAM GOSSE, M.D., &c.

WINES.	Per doz. Qts.	Per gall.
SWEET RED—		
A medium quality, sound old Wine.....	11s.	4s.
SWEET WHITE—		
A nice Wine, like a sweet Sherry.....	11s.	4s.
OLD RED—		
OLD WHITE—		
Good ordinary Wines.....	.....	2s. 6d.
No. 2 CLARET—		
A pure unfortified Wine, and similar to what is used at the Table d'Hôte, on the Continent of Europe.....	7s. 6d.	....

This is a speciality, and is intended to assist in reforming the taste of Englishmen and leading them to appreciate pure natural dry Wines in preference to sweet strong heady wines.

WINES.	Per Gall.
VIN ORDINAIRE—	
Harvest Wine.....	1s. 6d.

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II.

I.

COMPARATIVE STATEMENT

OF

DUTIES ON GOODS IMPORTED INTO THE SEVERAL COLONIES OF

AUSTRALIA AND NEW ZEALAND.

COMPARATIVE STATEMENT OF DUTIES ON GOODS AUSTRALIA AND

(AMENDED TO 30TH

ARTICLES.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Acids	4s. per cwt.	Free	Acetic, 3d. per pint; sulphuric, muriatic, nitric, 5s. per cwt. . .
Agricultural Imple- ments	Free	Free	20 per cent. ad val. . .
Alkali—			
Soda	5 per cent. ad val. . .	Free	Free
Soda Ash	5 per cent. ad val. . .	Free	Free
Caustic	5 per cent. ad val. . .	Free	Free
Crystal	20s. per ton.	20s. per ton.	40s. per ton.
Silicate of Soda . .	5 per cent. ad val. . .	Free	Free
Anchors and Chain Cables	Anchors free; cables over $\frac{3}{4}$ inch, free . .	Free	Free
Antimony Ore		Free	Free
Apparel and Slops . .	5 per cent. ad val. . .	Free	20 per cent. ad val. . .
Arms & Ammunition —Ammunition. . .	5 per cent. ad val. . .	Free	Cartridges 5s. 6d. per thousand; gun cot- ton, 5d. per lb.; li- thofracture, 4d. per lb.; dynamite, 4d. per lb.
Arms	5 per cent. ad val. . .	Free	Free
Caps	5 per cent. ad val. . .	Free	Free
Firearms	5 per cent. ad val. . .	Free	Free
Fuse	5 per cent. ad val. . .	Free	1½d per coil of 24 feet.
Powder	1d per lb.	1d. per lb. blasting; 3d. per lb. sporting.	1d. per lb. blasting; 3d. per lb. sporting.
Shot	2s. per cwt.	5s. per cwt.	1d. per lb.
Arrowroot	1d per lb.	Free	2d. per lb.
Arsenic.	5 per cent. ad val. . .	Free	10 per cent. ad val. . .
Bags and Sacks	5 per cent. ad val. . .	Bags and sacks, 1s. per doz.; gunny bags, 6d per doz.; wool- packs, 3d. each. . .	Free.
Bark	5 per cent.	Free	Free
Beer—			
Bottled	1s. per gallon	9d. per gallon	9d per gallon, and 6d. per dozen bottles. . .
Draught	9d. per gallon.	6d. per gallon.	9d. per gallon.

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IMPORTED INTO THE SEVERAL COLONIES OF NEW ZEALAND.

SEPTEMBER, 1876.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
Sulphuric, free; other, 10 per cent. ad val.	10 per cent. ad val.	Tartaric acid, 4d. per lb.; citric, sulphu- ric, muriatic, car- bolic, free.....	Carbolic, muriatic, sul- phuric, free; other 10 per cent.
5 per cent. ad val.	Free.....	2s. 6d. per cwt., includ- ing machinery.....	Ploughs and harrows, free; other, 10 per cent.; agricultural machinery free.
20s. per ton.....	10 per cent. ad val.	Carbonate of soda, ½d. per lb.....	10 per cent. ad val.
20s. per ton.....	10 per cent. ad val.	Free.....	Free
20s. per ton.....	10 per cent. ad val.	Free.....	Free.
Free.....	10 per cent. ad val.	½d. per lb.....	20s. per ton
Free.....	10 per cent. ad val.	Free.....	Free.
Free.....	10 per cent. ad val.	Free.....	Chains of ½ inch diame- ter and under, 10 per cent.; others and anchors, free.
Free.....	10 per cent. ad val.	Free.....	Free.
10 per cent. ad val.	10 per cent. ad val.	5s. per cubic foot.....	10 per cent. ad val.
10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.	Cartridges, at same rate as powder and shot for quantities con- tained in them.
10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.	Swords, 5s. each.
10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.	1s. per thousand.
10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.	5s. each.
Free.....	10 per cent. ad val.	10 per cent. ad val.	Free.
Blasting, free; other, unless in bulk, 3d. per lb.....	Blasting free; other 10 per cent.....	Blasting, 1d.; other, 4d.	Sporting, 6d. per lb.; blasting free.
2s. 6d. per cwt.....	10 per cent. ad val.	1d. per lb.....	10s. per cwt.
1d. per lb.....	10 per cent. ad val.	2d. per lb.....	Bulk, ½d. per lb; in bottles, jars or tins, 10 per cent. ad val.
10 per cent. ad val.	10 per cent. ad val.	Crude arsenic, free...	4s. per cwt.
Corn and flour, 3 bush- els and over, 6d. per dozen; Woolpacks, 3s. per dozen; all other 3d. per dozen.	Free.....	Woolbags, 2½d. each; corn bags, ½d. each; gunny bags, ½d. each.....	10 per cent. ad val.
Bark for tanning, free.	10 per cent. ad val.	Free.....	Free.
9d. per gallon.....	9d. per gallon.....	1s. per gallon.....	1s. 3d. per gallon.
9d. per gallon.....	9d. per gallon.....	6d. per gallon.....	1s. per gallon.....

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLES.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Biscuits	2d. per lb.	1d. per lb.	2d. per lb.
Blankets	5 per cent. ad val.	Free	10 per cent. ad val.
Blacking	5 per cent. ad val.	Free	20 per cent. ad val.
Blue	1d. per lb.	1d. per lb.	2d. per lb.
Boat	2s. 6d. per foot over all	Free	20 per cent. ad val.
Bones	5 per cent. ad val.	Free	Free
Books—Printed	Free	Free	Free
Boots and Shoes	5 per cent. ad val.	Free	25s., 15s., 11s., 14s., 7s., 10s., 3s. per doz. prs.
Bran	2d. per bushel	Free	2s. per 100 lbs.
Boot Uppers	5 per cent. ad val.	Free	10 per cent. ad val.
Brassware	5 per cent. ad val.	Free	Free, and 20 p. c. ad val. on mouldings, fittings, &c.
Bricks—Bath	5 per cent. ad val.	Free	20s. per thousand
Fire	5 per cent. ad val.	Free	20s. per thousand
Brushware	5 per cent. ad val.	Free	20 per cent. ad val.
Building Materials—			
Doors	2s. 6d. each	1s. each	2s. 6d. each
Sashes	2s. 6d. per pair	1s. each, sashes; 1s. each, shutters.	2s. per pair
Butter	2d. per lb.	Free	2d. per lb.
Candles	2d. per lb.	1d. per lb.	2d. per lb.
Canvas	5 per cent. ad val.	Free	Free
Carpeting and Drug- geting	5 per cent. ad val.	Free	10 per cent. ad val.
Carriages	5 per cent. ad val.	Free	20 per cent. ad val.
Carriage and Cart ma- terials	5 per cent. ad val.	Free	20 per cent. ad val.
Carts	5 per cent. ad val.	Free	20 per cent. ad val.
Casks (empty)	5 per cent. ad val.	Free	Free
Castings (other than iron)	5 per cent. ad val.	Free	Free and 20 per cent.
Cement	2s. per barrel	2s. per barrel	6d. per cwt.
Chaff	10s. per ton	Free	Free
Cheese	2d. per lb.	2d. per lb.	2d. per lb.
Chicory	4d. per lb.	3d. per lb.	3d. per lb.
Chinaware & Porcelain	5 per cent. ad val.	Free	10 per cent. ad val.
Cider and Perry	1s for bottled, 9d. for draught	Free	9d. per gal. (on bottled, 6d. per doz.)
Clocks	5 per cent. ad val.	Free	10 per cent. ad val.
Coal	1s. 6d. per ton	Free	Ground Coal and Char- coal, 20 per cent. Coal (Fuel) Free
Cocoa and Chocolate ..	4d. per lb.	3d. per lb.	3d. per lb.
Cocoa, Raw	2d. per lb.	3d. per lb.	Cocoa beans free
Coffee— Raw	4d. per lb.	3d. per lb.	3d. per lb.

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
1d. per lb.....	10 per cent. ad val...	2s. per cubic foot....	Plain, 3s. per cwt.; fancy, 2d. per lb.
10 per cent. ad val....	10 per cent. ad val....	3s. per cubic foot....	10 per cent. ad val.
Free.....	10 per cent. ad val....	3s. per cubic foot....	10 per cent. ad val.
1d. per lb.....	10 per cent. ad val....	2d. per lb.....	10 per cent. ad val.
Free.....	10 per cent. ad val....	Free.....	Free.
Free.....	10 per cent. ad val....	Free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	Free.....	Free.
Free.....	10 per cent. ad val....	5s. per cubic foot....	10 per cent. ad val.
10 per cent. ad val....	20s per ton.....	10d. per 100lbs.....	Free.
Free.....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
	10 per cent. ad val....	5s. per cwt.....	10 per cent. ad val.
Free.....	10 per cent. ad val....	9d. per cwt.....	Free.
Free.....	10 per cent. ad val....	Free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	5s. per cwt.....	10 per cent. ad val.
2s. 6d. each.....	10 per cent. ad val....	10 per cent. ad val....	1s. each.
2s. 6d. per pair.....	10 per cent. ad val....	10 per cent. ad val....	1s. per pair.
Free.....	3d. per lb.....	2d. per lb.....	1d. per lb.
1d. per lb.....	10 per cent. ad val....	2d. per lb.....	Tallow, 1d. per lb; other, 1d. per lb.
Free.....	10 per cent. ad val....	Sail canvas, free; other 10 per cent.....	Sail cloth, free; other 10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	3s. per cubic foot....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	Two-wheel carriages, £5; four-wheel, £10.....	10 per cent. ad val.
10 per cent. ad val....	Weighbridges for Carts, free; other 10 per cent.....	Shafts, spokes, naves, felloes, axles, arms and boxes, 2s. 6d. per cwt.....	Carriage springs, mountings, and trim- mings, free; others 10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
Free.....	10 per cent. ad val....	Returned empty casks free; other, 10 p. c.	Free.
Castings for engines, 5 p. c.; other free...	10 per cent. ad val....	10 per cent. ad val....	Part free, part 10 per cent. ad val.
2s. per barrel.....	10 per cent. ad val....	9d. per cwt.....	1s. per barrel.
Free.....	10 per cent. ad val....	Free.....	Free.
2d. per lb.....	2d. per lb.....	2d. per lb.....	1d. per lb.
4d. per lb.....	1d. per lb.....	3d. per lb.....	3d. per lb.
10 per cent. ad val....	10 per cent. ad val....	9d. per cubic foot....	10 per cent. ad val.
9d. per gallon.....	9d. per gallon.....	4d. per gallon.....	1s. 3d. per gallon in bottles, 1s. in bulk.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
Free.....	Free.....	1s. per ton.....	Free.
3d. per lb.....	10 per cent. ad val....	3d. per lb.....	3d. per lb.
Free.....	10 per cent. ad val....	3d. per lb.....	3d. per lb.
3d. per lb.....	1d. per lb.....	3d. per lb.....	Free.

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLES.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Coffee—			
Roasted	6d. per lb.....	3d. per lb.....	3d. per lb.....
Coke and Fuel.....	5 per cent. ad val.....	Free	Free.....
Combs.....	5 per cent. ad val.....	Free	10 per cent. ad val.....
Confectionery.....	2d. per lb.....	1½d. per lb.....	2d. per lb.....
Copper—			
Ore.....	Free	Free	Free.....
Smelted.....	5 per cent. ad val.....	Free	Free.....
Sheet.....	Free	Free	Free.....
Wire	5 per cent. ad val.....	Free	Free.....
Ware	5 per cent. ad val.....	Free	20 p.c. ad val. & free..
Copras	Free	Free	Free.....
Cordage.....	4s. per cwt.....	40s per ton.....	Coir rope, 2s. per cwt; hemp and other, 4s. 6d. per cwt.; white lines and other 8s. per cwt.....
“ (Galvanised Iron Wire).....	2s. per cwt.....	Free	Free.....
Corks	5 per cent. ad val.....	Free	20 per cent. ad val.; Cork free.....
Cotton—			
Raw.....	Not imported.....	Free	Free.....
Wick	5 per cent. ad val.....	Free	Free.....
Waste	5 per cent. ad val.....	Free	Free.....
Piece Goods...	5 per cent. ad val.....	Free	Free.....
Cutlery	5 per cent. ad val.....	Free	Free.....
Drapery and Harber- dashery.....	5 per cent. ad val.....	Free	Part free; 20 per cent. (if made up), and 10 per cent. ad val. on some materials.....
Drugs	5 per cent. ad val.....	Free	10 per cent. ad val.....
Dye	5 per cent. ad val.....	Free	Free.....
Earthenware	5 per cent. ad val.....	Free	Brownware and tiles, 20 per cent. ad val.; other, 10 per cent. ad val.....
Eggs	5 per cent. ad val.....	Free	Free.....
Engine Packing.....	Free	Free	4s. 6d. per cwt.....
Fancy Goods.....	5 per cent. ad val.....	Free	10 per cent. ad val.....
Felt	5 per cent. ad val.....	Free	Free.....
Fibre (Cocoonut).....	5 per cent. ad val.....	Free	Free.....
Fireworks.....	5 per cent. ad val.....	Free	20 per cent. ad val.....
Fish—Preserved—			
Sardines	2s. per dozen lbs.....	1d. per lb.....	2d. per lb.....
Lobsters.....	2s. per dozen lbs.....	1d. per lb.....	2d. per lb.....
Oysters.....	2s. per dozen lbs.....	1d. per lb.....	2d. per lb.....
Salmon.....	2s. per dozen lbs.....	1d. per lb.....	2d. per lb.....

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
4d. per lb	1d. per lb.	4d. per lb.	5d. per lb.
Free	Free	1s. per ton	Free.
10 per cent. ad val.	10 per cent. ad val.	5s. per cubic foot.	10 per cent. ad val.
2d. per lb.	2d. per lb.	3s. per cubic foot.	Candied peel, 3d. per lb.; boiled sugar, 3d. per lb.; other 10 per cent. ad val.
Free	10 per cent. ad val.	Free	Free.
Free	10 per cent. ad val.	10 per cent. ad val.	Free.
Free	10 per cent. ad val.	Free	Free, and composition, rod, bolt, sheathing, and nails, free.
Free	10 per cent. ad val.	10 per cent. ad val.	Free.
10 per cent. ad val.	10 per cent. ad val.	5s. per cwt.	10 per cent. ad val.
Free	10 per cent. ad val.	Free	Free.
3s. per cwt.	10 per cent. ad val.	1s. 6d. per cwt.	5s. per cwt.
3s. per cwt.	10 per cent. ad val.	Free	Fencing, 1s. per cwt.; other, free.
Free	10 per cent. ad val.	Free	Free.
Free	10 per cent. ad val.	Free	Free.
Free	10 per cent. ad val.	Free	Lampwick, 10 p. e. candlewick, free.
Free	Free	Free	Free.
10 per cent. ad val.	10 per cent. ad val.	5s. per cubic foot and 3s. per cubic foot.	10 per cent. ad val.
Cottons, linens, and woollen piece goods, free; other 10 per cent. ad val.	10 per cent. ad val.	6d. per lb.	10 per cent. ad val.
10 per cent. ad val.	10 per cent. ad val.	5s. per cubic foot.	10 per cent. ad val.
10 per cent. ad val.	10 per cent. ad val.	Part free, part 5s. per cubic foot	10 per cent. ad val.
10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.
10 per cent. ad val.	Tiles and filters, free; other, 10 per cent.	9d. per cubic foot; part, 9d. per cwt.	10 per cent. ad val.
Free	10 per cent. ad val.	Free	Free.
Free	Free	10 per cent. ad val.	Free.
10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.
Free	10 per cent. ad val.	Free	Free, for sheathing; other, 10 per cent.
Free	10 per cent. ad val.	10 per cent. ad val.	Free.
10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.
Fish, dried, preserved, or salted, 1d. per lb.; fish in brine or other pickle, 10 per cent.	10 per cent. ad val.	3s. per cubic foot.	10 per cent. ad val.
	10 per cent. ad val.	3s. per cubic foot.	10 per cent. ad val.
	10 per cent. ad val.	3s. per cubic foot.	10 per cent. ad val.
	10 per cent. ad val.	3s. per cubic foot.	10 per cent. ad val.

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLE.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Fish—			
Other	Salted and dried, 5s. } per cwt..... }	1d. per lb.....	2d. per lb..... }
Salted		2d. per lb.....	5s. per cwt..... }
Fishing Materials.....	5 per cent. ad val....	Free	Free.....
Flax.....	Phormium Tenax, free.	Free	Free.....
Flock.....	5 per cent.....	Free	Free.....
Flannel.....	5 per cent.....	Free	10 per cent. ad val....
Flour.....	Free	Free	2s. per 100 lbs.....
Fruit—			
Bottled	1s. per dozen pints or lbs	Quarts, 2s. per doz. pints and smaller packages, 1s. per doz	2d. per lb
Dried	2d. per lb.....	Dates only, 1d. per lb.; other, 2d. per lb....	2d. per lb
Dried Currants...	2d. per lb	2d. per lb	2d. per lb
Dried Raisins...	2d. per lb.....	2d. per lb.....	2d. per lb
Green	5 per cent. ad val....	Free	9d. per bushel
Furniture	5 per cent. ad val....	Free	20 per cent. ad val....
Furs.....	5 per cent. ad val....	Free	Free if not made up; 20 per cent. if made up.
Ginger—Green.....	2d. per lb.....	1d. per lb.....	Free.....
Glass—			
Bottles.....	5 per cent. ad val....	Free	Containing liquors (wine, beer) and mineral waters 6d. per dozen.....
Plate	5 per cent. ad val....	Free	Free.....
Window.....	5 per cent. ad val....	Free	Free.....
Glassware.....	5 per cent. ad val....	Free	20 per cent. ad val....
Gloves	5 per cent. ad val....	Free	10 per cent. ad val....
Glue	2d. per lb.....	Free	2d. per lb
Gold	Free	Free	Free.....
Grain and Pulse—			
Barley	6d. per bushel.....	Free	1s. per 100 lbs.....
Barley, Pearl....	5 per cent. ad val....	Free	3s. per 100 lbs.....
Beans and Peas...	5 per cent. ad val....	Free	1s. per 100 lbs.....
Split Peas.....	5 per cent. ad val....	Free	2s. per 100 lbs.....
Maise.....	6d. per bushel.....	Free	1s. per 100 lbs.....
Malt.....	6d. per bushel.....	6d. per bushel.....	2s. per bushel.....
Oats.....	6d. per bushel.....	Free	1s. per 100 lbs.....
Rice.....	2s. per cwt.....	60s. per ton.....	Paddy, 2s. per 100 lbs.; Rice, 3s. per 100 lbs.
Rye	5 per cent. ad val....	Free	1s. per 100 lbs.....
Tares	5 per cent. ad val....	Free	1s. per 100 lbs.....
Wheat	6d. per bushel.....	Free	1s. per 100 lbs.....
Grease	5 per cent. ad val....	Free	Free.....
Grindery	5 per cent. ad val....	Free	Free.....
Guano	Free	Free	Free.....
Gum	5 per cent. ad val....	Free	Free.....
Gutta Percha Goods...	5 per cent. ad val....	Free	Free.....
Hair	5 per cent. ad val....	Free	Curled, 2d. per lb.; others, free.....
Hairdressers' materials.	5 per cent. ad val....	Free.....	Free.....

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
Dried and pickled, } 10 per cent. ad val. }	10 per cent. ad val. } Salted and dried 2d. } per lb.	3s. per cubic foot.... Dried, ½d. per lb.; salt- ed, 1s. per cubic foot....	{ 10 per cent. ad val. Dried, pickled or salt- ed, 2s. per cwt. 10 per cent. (see Nets). Free.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	10 per cent. ad val....	3s. per cubic foot....	10 per cent. ad val.
Free.....	Free.....	Wheaten flour, 1s. per 100 lbs.	1s. per 100 lbs.
Quarts, 2s. per doz. pints, 1s. smaller, 9d.	10 per cent. ad val....	3s. per cubic foot....	10 per cent. ad val.
2d. per lb.	2d. per lb.	1½d. per lb.	1d. per lb.
2d. per lb.	2d. per lb.	1½d. per lb.	1d. per lb.
2d. per lb.	2d. per lb.	1½d. per lb.	1d. per lb.
Free.....	10 per cent. ad val....	Free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	2s. per cubic foot....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	5s. per cubic foot....	10 per cent. ad val.
2d. per lb.	10 per cent. ad val....	2d. per lb.	10 per cent. ad val.
10 per cent., except ordinary wine, beer, gingerbeer, soda- water; syphons, free.	10 per cent. ad val....	Fancy, 10 per cent.; others, free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	6s. per 100 superficial feet.....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	Crown and sheet, per 100 superficial ft., 3s.	Crown and sheet, 1s. per 100 feet.
10 per cent. ad val....	10 per cent. ad val....	9d. per cubic foot....	10 per cent. ad val.
1d. per lb.	10 per cent. ad val....	5s. per cubic foot....	10 per cent. ad val.
Free.....	Free.....	1d. per lb.	2s. per cwt.
Free.....	6d. per bushel....	Free.....	Free.....
1d. per lb.	10 per cent. ad val....	10d. per 100 lbs....	9d. per 100 lbs.
Free.....	6d. per bushel....	½d. per lb.	1s. per cwt.
1d. per lb.	10 per cent. ad val....	1½d. per 100 lbs....	9d. per 100 lbs.
Free.....	6d. per bushel....	½d. per lb.	1s. per cwt.
6d. per bushel....	10 per cent. ad val....	10d. per 100 lbs....	9d. per 100 lbs.
Free.....	6d. per bushel....	1s. per bushel....	1s. 6d. per bushel.
3s. per cwt.	10 per cent. ad val....	10d. per 100 lbs....	9d. per 100 lbs.
Free.....	10 per cent. ad val....	½d. per lb.	½d. per 100 lbs.
Free.....	6d. per bushel....	10d. per 100 lbs....	9d. per 100 lbs.
Free.....	6d. per bushel....	10d. per 100 lbs....	9d. per 100 lbs.
Free.....	6d. per bushel....	10d. per 100 lbs....	9d. per 100 lbs.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	10 per cent. ad val....	5s. per cwt.	10 per cent. ad val.
Free.....	10 per cent. ad val....	Free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
Free.....	10 per cent. ad val....	Free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLES.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Hardware and Iron- mongery	5 per cent. ad val....	Free	Part, 20 per cent.; greater part, free...
Hats, Caps & Bonnets.	5 per cent. ad val....	Free	Straw hats, free; others, 20 per cent. ad val..
Hatters' Materials....	5 per cent. ad val....	Free	Free
Hay	10s. per ton.....	Free	Free
Hemp	5 per cent. ad val....	Free	Free
Hides	5 per cent. ad val....	Free	Free
Hollow-ware	5 per cent. ad val....	Free	Free
Honey	2d. per lb.....	Free	Free
Hops	2d. per lb.....	Free	2d. per lb.....
Horns and Hoofs....	5 per cent. ad val....	Free	3d. per lb.....
Hosiery	5 per cent. ad val....	Free	Free
Ice	5 per cent. ad val....	Free	10 per cent. ad val...
Indiarubber	Free	Free	Free
Indiarubber Goods....	5 per cent. ad val....	Free	Free
Instruments—		Free	Free
Musical.....	5 per cent. ad val....	Free	20 per cent. ad val...
Optical.....	5 per cent. ad val....	Free	Free
Scientific	5 per cent. ad val....	Free	Free
Surgical	5 per cent. ad val....	Free	Free
Iron—			
Bar and Rod.....	Free	Free	Free
Castings.....	For building purposes 2s. per cwt.....	Free	20 per cent. ad val.; pipe, 40s. per ton...
Galvanized	2s. per cwt.....	40s. per ton	30s. per ton.....
Galvanized Wire..	2s. per cwt.....	Free	20s. per ton.....
Hoop	Free	3s. per cwt.....	Free
Ore	Free	Free	Free
Pig	Free	Free	Free
Pipes	Free	Free	Free
Plates	Free	Free	40s. per ton.....
Scrap	Free	Free	Free
Sheet	Free	Free	Free
Wire	2s. per cwt.....	1s. per cwt.....	Nos. 1 to 9, 20s. per ton; 10 and up- wards, free.....
Ironware	5 per cent. ad val....	Free	See "Hardware" and "Iron".....
Jewellery	5 per cent. ad val....	Free	20 per cent. ad val...
Jute	5 per cent. ad val....	Free	Free
Lard	5 per cent. ad val....	Free	Free
Lead—			
Pig	Free	Free	Free
Piping	Free	Free	2s. 6d. per cwt.....
Sheet	Free	Free	2s. 6d. per cwt.....

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
Free.....	Part free; others, 10 per cent. ad val....	Part 5s. per cwt.; part 2s. 6d. per cwt....	10 per cent. ad val part free.
10 per cent. ad val....	10 per cent. ad val....	5s. per cubic foot....	10 per cent. ad val.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	20s. per ton.....	Free.....	Free.
Free.....	10 per cent. ad val....	Manufactured, 8s. 4d. per 1,000 yards; un-manufactured, free.	Free.
Free.....	10 per cent. ad val....	Free.....	Free.
Free.....	10 per cent. ad val....	5s. per cwt.....	10 per cent. ad val.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
3d. per lb.....	10 per cent. ad val....	2d. per lb.....	3d. per lb.
Free.....	10 per cent. ad val....	Free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	5s. per cubic foot....	10 per cent. ad val.
Free.....	10 per cent. ad val....	Free.....	Free.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	Pianofortes, £5 each; organs, £10 each; harmoniums, £2 10s each.....	10 per cent. ad val., & free for Churches.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	Free.....	Free.....	Free.
Iron castings for engines, 5 per cent.; other free.....	Free.....	Rough, 6d. per cwt.; other, 2s. 6d. per cwt.....	Cast-iron spouting, 1s. per cwt.; gates & gate posts 4s. per cwt.
Plain, free; Corrugated, 30s. per ton.....	10 per cent. ad val....	2s. 6d. per cwt.....	1s. per cwt.
30s. per ton.....	10 per cent.....	Free.....	1s. per cwt.
Free.....	Free.....	Free.....	Free.
Free.....	Free.....	Free.....	Free.
Free.....	Free.....	Free.....	Free.
30s. per ton.....	Free.....	Free.....	Free.
Free.....	Free.....	Free.....	Free.
Free.....	Free.....	Free.....	Free.
Free.....	Free.....	Free.....	Free.
20s. per ton.....	For fencing purposes, free; otherwise, 10 per cent. ad val....	Iron fencing, 9d. per cwt.....	Fencing, 1s. per cwt.
Free.....	10 per cent. ad val....	5s. per cwt.....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
Free.....	10 per cent. ad val....	For bagging, 8s. 4d. per 1,000 yards; un-manufactured, free.	Free.
Free.....	10 per cent.....	2d. per lb.....	Free.
Free.....	10 per cent. ad val....	Free.....	Free.
2s. 6d. per cwt.....	10 per cent. ad val.; for pumps, free....	2s. 6d. per cwt.....	2s. 6d. per cwt.
2s. 6d. per cwt.....	10 per cent. ad val....	2s. 6d. per cwt.....	10 per cent. ad val.

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLES.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Leather	2d. per lb.	Free	Patent and calf, free ; other, 10 per cent. . .
Lime	5 per cent. ad val. . .	Free	Free
Limejuice	5 per cent. ad val. . .	Free	Free
Linen Piece Goods ..	5 per cent. ad val. . .	Free	Free
Live Stock	Free	Free	Free
Maccaroni	1d. per lb.	Free	2d. per lb.
Machinery—			
Sugar	Free	Free	} All machinery, 20 p.c. ad val., except spin- ning & weaving free.
Quartz	Free	Free	
Other	Free	Free	
Maizena	1d. per lb.	1d. per lb.	2d. per lb.
Manure	Free	Free	Free
Maps	Free	Free	Free
Marble	5 per cent. ad val. . .	Free	Free ; Wrought, 20 p.c.
Matches and Vestas ..	5 per cent. ad val. . .	Free	10 per cent. ad val. . .
Mats and Rugs	5 per cent. ad val. . .	Free	10 per cent. ad val. and 20 per cent. . .
Matting (Cocoanut) ..	5 per cent. ad val. . .	Free	20 per cent. ad val. . .
Meal—			
Maize	1d. per lb.	Free	2s. per 100 lbs.
Oats	40s. per ton.	Free	3s. per 100 lbs.
Peas	5 per cent. ad val. . .	Free	2s. per 100 lbs.
Metal, Yellow	Free	Free	Free
Millinery	5 per cent. ad val. . .	Free	20 per cent. ad val. and 10 per cent. . .
Molasses and Treacle .	3s. 4d. per cwt.	3s. 4d. per cwt.	3s. per cwt.
Moleskin in the Piece .	5 per cent. ad val. . .	Free	Free
Music, Printed.	Free	Free	Free
Nails	2s. per cwt.	2s. per cwt.	3s. per cwt., except copper free.
Naphtha	5 per cent. ad val. . .	Free	Free
Nets	5 per cent. ad val. . .	Free	Free
Nuts—			
Almond	2d. per lb.	1d. per lb.	2d. per lb.
Cocoa	5 per cent. ad val. . .	Free	Free
Walnut	2d. per lb.	1d. per lb.	2d. per lb.
Barcelona	2d. per lb.	1d. per lb.	2d. per lb.
Oakum	5 per cent. ad val. . .	Free	Free
Oars	5 per cent. ad val. . .	Free	Free

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
<div> <div>10 per cent. except patent and enamelled kid, hogskins, levant morrocco, roans, satins and skivers, free.</div> <div>Free.</div> <div>Free.</div> <div>Free.</div> <div>Free.</div> </div>	<div>10 per cent. ad val.</div> <div>10 per cent. ad val.</div> <div>10 per cent. ad val.</div> <div>Free.</div> <div>10 per cent. ad val.</div>	<div>4s. per cubic foot.</div> <div>10 per cent. ad val.</div> <div>Free.</div> <div>5s. per cubic foot.</div> <div>Sheep, 1s. 6d. each; cattle, 30s. each; all other, free.</div> <div>2d. per lb.</div>	<div>Sole, ½d per lb.; other 1d. per lb.</div> <div>Free.</div> <div>10 per cent. ad val.</div> <div>10 per cent. ad val.</div> <div>Free.</div> <div>10 per cent. ad val.</div>
<div> <div>Engines not exceeding 60 horse power, 5 p. c.; other free.</div> <div>1d per lb.</div> <div>Free.</div> <div>Free.</div> <div>Unwrought, free.</div> <div>Free.</div> </div>	<div>Free.</div> <div>Free.</div> <div>Free.</div> <div>10 per cent. ad val.</div> <div>10 per cent. ad val.</div> <div>Free.</div> <div>10 per cent. ad val.</div> <div>10 per cent.</div>	<div>Free.</div> <div>Free.</div> <div>Free.</div> <div>2s per cubic foot.</div> <div>Free.</div> <div>Free.</div> <div>Free.</div> <div>Wax vestas, 3s. per cubic foot; lucifer matches, 1s. per cubic foot.</div> <div>3s. per cubic foot.</div>	<div>Free.</div> <div>Free.</div> <div>Free.</div> <div>10 per cent. ad val.</div> <div>Free.</div> <div>Free.</div> <div>Free.</div> <div>10 per cent. ad val.</div>
10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.	10 per cent. ad val.
10 per cent. ad val.	10 per cent. ad val.	Matting from India and China, 6d. per cubic foot.	10 per cent. ad val.
Free.	20s. per ton.	10 per cent. ad val.	1s. per 100 lbs.
Free.	20s. per ton.	½d. per lb.	1s. per 100 lbs.
Free.	20s. per ton.	10 per cent. ad val.	1s. per 100 lbs.
Free.	10 per cent. ad val.	Free.	Free.
10 per cent. ad val.	10 per cent. ad val.	5s. per cubic foot.	10 per cent. ad val.
3s. per cwt.	3s. per cwt.	3s. 6d. per cwt.	1d. per lb.
Free.	10 per cent. ad val.	5s. per cubic foot.	10 per cent. ad val.
Free.	Free.	Free.	Free.
2s. per cwt.	10 per cent. ad val.	2s. 6d. per cwt.	10 per cent. ad val.
6d. per gallon.	10 per cent. ad val.	10 per cent. ad val.	6d. per gallon.
Free.	10 per cent. ad val.	10 per cent. ad val.	Free.
2d. per lb.	10 per cent. ad val.	2d. per lb.	In shell, 1d. per lb.; shelled, 3d. per lb.
Free.	10 per cent. ad val.	Free.	Free.
2d. per lb.	10 per cent. ad val.	2d. per lb.	1d. per lb.
2d. per lb.	10 per cent. ad val.	2d. per lb.	1d. per lb.
Free.	10 per cent. ad val.	Free.	Free.
Free.	10 per cent. ad val.	Free.	Free.

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLES	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Oil—Castor, in Cases..	1s. per dozen pints, and in same proportion for larger or smaller contents	All kinds, except animal, sperm, black, and cocoanut, 6d. per gallon	In bottles—quarts 2s., pints, 1s.; half-pints and small kinds, 6d.; oils in bulk 6d. per gal.; naphtha, cocoanut, cod, palm, and whale free.....
Castor, in Casks..	6d. per gallon.....	Ditto	6d. per gallon.....
Minerals, &c.	6d. per gallon.....	Ditto	6d. per gallon.....
Oilcloth	5 per cent.	Free	10 per cent. ad val.
Oilmen's Stores—			
Mustard	2d. per lb.	1d. per lb.	2d. per lb.
Pickles, Quarts...	1s. per dozen pints, and in same proportion for larger or smaller contents ..	1s. per dozen	2s. 6d. per dozen.....
Pickles, Pints....	Ditto	6d. per dozen and smaller packages...	1s. 6d. per dozen pints; 9d. for half-pints and smaller sizes
Salad Oil.....	Ditto	Quarts, 1s. per dozen.	Quarts, 2s.; pints, 1s..
Sauces	Ditto	Pints, 6d., and smaller packages	20 per cent. and 10 per cent. ad val.
Preserved Milk ..	5 per cent. ad val.	Free	2d. per lb. or pint....
Onions	10s. per ton.	Free	20s. per ton.
Opium—			
Raw	20s. per lb.	10s. per lb.	10s. per lb.
Prepared	20s. per lb.	10s. per lb.	10s. per lb.
Paints	2s. per cwt.	2s. per cwt.	2s. per cwt.
Paper	5 per cent. ad val.	Writing and fancy, 1d. per lb.; brown and wrapping, 3s. 4d. per cwt.	Writing and fancy paper, cut edges, 2d. per lb.; other kinds, uncut 3s. per cwt.; paper bags, 10s. per cwt.; printing and writing, in original wrappers and uncut edges, free.....
Pepper	2d. per lb.	2d. per lb.	20 per cent. ad val. if ground; unground free
Personal Effects.....	Free	Free	Free

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
Bottled 10 per cent. . .	10 per cent. ad val. . .	10 per cent. ad val. . .	10 per cent. ad val.
6d. per gallon.	10 per cent. ad val. . .	Oils of every description (except fish and medicine oils), per gallon 1s.	Cod liver, 10 per cent; oils in bulk, 6d. per gallon, in bottle, 10 per cent. ad val. duty; olive in bulk, palm, and fish, free.
Oil, kerosene, 3d. per gallon.		Ditto.	3d. per gallon.
Oils in bulk, all except kerosene, medicinal, and perfumed, 6d. per gallon.	10 per cent. ad val. . .		
10 per cent.	10 per cent. ad val. . .	3s. per cubic foot. . . .	10 per cent. ad val.
2d. per lb.	10 per cent. ad val. . .	2d. per lb.	10 per cent. ad val.
2s. per dozen.	10 per cent. ad val. . .	3s. per dozen.	10 per cent. ad val.
1s. dozen; smaller, 9d.	10 per cent. ad val. . .	2s. per dozen.	10 per cent. ad val.
per dozen quarts, 2s.; pints, 1s.; smaller, 9d.	10 per cent. ad val. . .	1s. per gallon.	See "oils" above.
per dozen quarts, 2s.; pints, 1s.; smaller, 9d.	10 per cent. ad val. . .	Pints, 3s.; half-pints, 2s.; and so in proportion for larger or smaller contents; other Oilmen's stores, 3s. per cubic foot	10 per cent. ad val.
Free.	10 per cent. ad val. . .	3s. per cubic foot. . . .	Free.
Free.	10 per cent. ad val. . .	Free.	Free.
10s. per lb.	10 per cent. ad val. . .	10 per cent. ad val. . .	20s. per lb.
10s. per lb.	10 per cent. ad val. . .	10 per cent. ad val. . .	20s. per lb.
2s. per cwt.	10 per cent. ad val. . .	4d. per lb. for wet; 4d. for dry.	2s. per cwt.
Free, except paper wrapping, 3s. 4d. per cwt.; paper bags, 3s. 4d. per cwt.	10 per cent. ad val. . .	1s. 6d. per cubic foot.	Part, free; part 10 per cent. ad val.
2d. per lb.	10 per cent. ad val. . .	2d. per lb.	Unground, 1d. per lb.; ground, 3d. per lb.
Free.	Free.	Free.	Free.

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLES.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Phormium Tenax	Free	Free	Free
Photographic Goods	5 per cent. ad val.	Free	Free
Pipes, Tobacco—			
Clay	5 per cent. ad val.	Free	Free
Meerschaum	5 per cent. ad val.	Free	Free
Wooden	5 per cent. ad val.	Free	6s. per gross
Paper Hangings	5 per cent. ad val.	Free	Free
Pitch	5 per cent. ad val.	Free	Free
Plants	Free	Free	Free
Plate—Gold	5 per cent. ad val.	Free	8s. per ounce
Silver	5 per cent. ad val.	Free	1s. per ounce
Platedware	5 per cent. ad val.	Free	10 per cent. ad val.
Plumber's Ware	5 per cent. ad val.	Free	Free
Potatoes	10s. per ton	Free	10s. per ton
Preserves — Jams and Jellies	1d. per lb.	1d. per lb.	Jellies, 2d. per lb. or pint
Printing Materials	5 per cent. ad val.	Free	Brass Type, 10 per cent. ad val.; part free
Provisions—			
Fresh Beef	Not imported	Free	Free
Salt Beef	5 per cent. ad val.	Free	5s. per cwt.
" Pork	5 per cent. ad val.	Free	5s. per cwt.
Bacon	2d. per lb.	2d. per lb.	2d. per lb.
Hams	2d. per lb.	2d. per lb.	2d. per lb.
Tongues	5 per cent. ad val.	Free	5s. per cwt.
Preserved Meat (not salted)	2d. per lb.	Free	2d. per lb. or pint
Quicksilver	Free	Free	Free
Rags	5 per cent. ad val.	Free	Free
Resin	5 per cent. ad val.	Free	Free
Saddlery and Harness	5 per cent. ad val.	Free	20 per cent. ad val.
Sago	1d. per lb.	1d. per lb.	Free
Salt	Free	20s. per ton	20s. per ton
" Rock	Free	20s. per ton	20s. per ton
Saltpetre	4s. per cwt.	1s. per cwt.	Free
Seeds	Garden, free; other 5 per cent. ad val.	Free	Canary, 10 per cent.; all other, free
Sewing Machines	Free	Free	Free
Sarsaparilla	4s. and 10s. per gal.	4s. and 10s. per gallon	10s. per gallon
Ship Chandlery	5 per cent. ad val.	Free	Free and various
Silks	5 per cent. ad val.	Free	10 per cent. ad val. ex- cept poplins, silks for flour-dressing and umbrella silk free
Silk Manufactures	5 per cent. ad val.	Free	10 per cent. ad val.
Skins—Kangaroo, &c.	5 per cent. ad val.	Free	Free
Slates	5 per cent. ad val.	Free	18 x 10, 15s. per thou- sand; larger, 25s. per thousand
Soap	5s. per cwt.	Free	2d. per lb.

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
Free.....	10 per cent. ad val....	Free	Free.
part 10 per cent. ad val., part free.....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	1s. 6d. per cubic foot.	10 per cent. ad val.
Free.....	10 per cent. ad val....	Free	1s. per barrel.
Free.....	Free.....	Free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	2s. per ounce.....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	1s. per ounce.....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	6d. per lb.....	10 per cent. ad val.
Free.....	Part free; part, 10 per cent. ad val.....	10 per cent. ad val....	10 per cent. ad val.
6d. per cwt.....	10s. per ton.....	Free	Free.
2d. per lb.....	10 per cent. ad val....	3s. per cubic foot....	10 per cent. ad val.
Free.....	Free	Free	Free.
Free.....	Free	Free	Not imported.
5 per cent. ad val....	2d. per lb.....	1s. 6d. per 100 lbs....	2s. per cwt.
5 per cent. ad val....	2d. per lb.....	1s. 6d. per 100 lbs....	2s. per cwt.
2d. per lb.....	2d. per lb.....	2d. per lb.....	1d. per lb.
2d. per lb.....	2d. per lb.....	2d. per lb.....	1d. per lb.
1d. per lb.....	2d. per lb.....	10 per cent. ad val....	10 per cent. ad val.
1d. per lb.....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Free.....	Free	Free	Free.
Free.....	10 per cent. ad val....	Free	Free.
10 per cent. ad val....	10 per cent. ad val....	4s. per cubic foot....	10 per cent. ad val.
1d. per lb.....	10 per cent. ad val....	2d. per lb.....	In bulk, 2s. per cwt.; in bottles, &c., 10 per cent. ad val.
20s. per ton.....	10 per cent. ad val....	1s. 6d. per cwt.....	Free.
Free.....	10 per cent. ad val....	1s. 6d. per cwt.....	Free.
20s. per ton.....	10 per cent. ad val....	1s. 6d. per cwt.....	2s. per cwt.
Free.....	Free	Agricultural, free;	Garden and Grass, free;
Free.....	Free	other, 1d. per lb....	other, 6d. per 100 lb.
Free.....	Free	Cabinet, 10s.; other	Free.
4s. per gallon.....	Free	per cwt., 5s.....	
Free.....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	Part 10 per cent.; part free	Part free, part 10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	5s. per cubic foot....	10 per cent. ad val.
Free.....	10 per cent. ad val....	Unmanufactured, free.	10 per cent. ad val.
Free.....	10 per cent. ad val....	Free	Free.
20s. per ton.....	10 per cent. ad val....	1d. per lb.....	3s. 6d. per cwt.

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLES.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Specie—Gold	Free	Free	Free
Silver,	Free	Free	Free
Copper	Free	Free	Free
Spices	2d. per lb.	2d. per lb.	2d. per lb.
Spirits—			
Brandy	12s. per gallon.	10s. per gallon.	10s. per gallon.
Cordials	10s. per gallon.	10s. per gallon.	10s. per gallon.
Gin	10s. per gallon.	10s. per gallon.	10s. per gallon.
Geneva	10s. per gallon.	10s. per gallon.	10s. per gallon.
Perfumed	10s. per gallon.	10s. per gallon.	10s. per gallon.
Spirits of Wine	10s. per gallon.	10s. per gallon.	10s. per gallon.
Rum, Foreign	10s. per gallon.	10s. per gallon.	10s. per gallon.
Rum, Colonial	6s. 8d. per gallon.	Free	8s. per gallon.
Whiskey	10s. per gallon.	10s. per gallon.	10s. per gallon.
Methylated	5s. per gallon.	2s. per gallon.	1s. per gallon.
Other	10s. per gallon.	10s. per gallon.	10s. per gallon.
Starch	1d. per lb.	1d. per lb.	2d. per lb.
Stationary	5 per cent. ad val.	Free	Playing-cards, 3s. per dozen packets; 20 per cent. ad val., part free, and 10 per cent.
Steel	Free	Free	Free
Stone—			
Building	5 per cent. ad val.	Free	20 per cent. ad val. or wrought; unwrought, free,
Grave	5 per cent. ad val.	Free	20 per cent. ad val.
Grind	5 per cent. ad val.	Free	Free
Sugar—			
Raw	5s. per cwt.	5s. per cwt.	3s. per cwt.
Refined	6s. 8d. per cwt.	6s. 8d. per cwt.	3s. per cwt.
Sugar Mat Bags	5 per cent. ad val.	Free	Free
Sulphur	5 per cent. ad val.	Free	Free
Tallow	5 per cent. ad val.	Free	Free
Tanks, Iron	8s. each	Free	Containing merchandise, free,
Tapioca	1d. per lb.	Free	Free
Tea	6d. per lb.	3d. per lb.	3d. per lb.
Tar	5 per cent. ad val.	Free	Free
Tents and Tarpaulings	5 per cent. ad val.	Free	20 per cent. ad val.
Timber—			
Palings	5 per cent. ad val.	Free	6d. per 100
Shingles	5 per cent. ad val.	Free	6d. per 1,000
Laths	5 per cent. ad val.	Free	1s. per 1,000
Dressed	5 per cent. ad val.	Free	1s. 6d. per 100 feet superficial
Rough and Undressed	5 per cent. ad val.	2s. per 100 feet superficial; 1s. per 100 feet superficial.	9d. per 100 feet superficial or undressed; logs 12 x 12 and under, free,

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

ED INTO THE

VICTORIA.

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SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
Free.....	Free.....	Free.....	Free.
Free.....	Free.....	Free.....	Free.
Free.....	Free.....	Free.....	Free.
2d. per lb.....	2d. per lb.....	Pimento, 2d.; other, 4d. per lb.....	Pepper, unground, 1d. per lb.; other, 3d. per lb.
10s. per gallon.....	Manufactured in Colony, 12s. per gallon; spirits of wine, 14s. per gallon (proof); if for medicinal purposes, 10 per cent. ad val.....	12s. per gallon.....	12s. per gallon.
10s. per gallon.....		12s. per gallon.....	12s. per gallon.
10s. per gallon.....		12s. per gallon.....	12s. per gallon.
10s. per gallon.....		12s. per gallon.....	12s. per gallon.
10s. per gallon.....		12s. per gallon.....	12s. per gallon.
10s. per gallon.....		12s. per gallon.....	12s. per gallon.
6s. 9d. per gallon.....		Free	6s. per gallon.
10s. per gallon.....		12s. per gallon.....	12s. per gallon.
3d. per gallon.....		12s. per gallon.....	Free.
10s. per gallon.....		12s. per gallon.....	12s. per gallon.
1d. per lb.....	10 per cent. ad val.....	1d. per lb.....	10 per cent. ad val.
part free; part 10 per cent.....	10 per cent. ad val.....	4s. per cubic foot.....	Playing cards, 6d. per pack; other 10 per cent.
Free.....	10 per cent. ad val.....	Free.....	1s. per cwt.
Stone unwrought, free; wrought 10 per cent. ad valorem.....	Mill stone, free; other, 10 per cent. ad val.....	Rough, free; other, 10 per cent. ad val.....	Free.
10 per cent. ad val.....	10 per cent. ad val.....	10 per cent. ad val.....	Free.
Free.....	10 per cent. ad val.....	9d. per cwt.....	Free.
3s. per cwt.....	3s. per cwt.....	Sugarloaf, 1d. per lb.; all other, 6s. per cwt.	1d. per lb.
3s. per cwt.....	4s. per cwt.....	Ditto	1d. per lb.
3d. per dozen.....	10 per cent. ad val.....	See "Bags and Sacks".	10 per cent. ad val.
10 per cent. ad val.....	10 per cent. ad val.....	4d. per lb.....	1s. per cwt.
Free.....	10 per cent. ad val.....	Tallow and suet, 3s. per 100 lbs.....	Free.
Free.....	10 per cent. ad val.....	Free.....	Free.
1d. per lb.....	10 per cent. ad val.....	2d. per lb.....	Bulk, 2s. per cwt.; bottled, 10 per cent. ad val.
3d. per lb.....	4d. per lb.....	6d. per lb.....	6d. per lb.
Free.....	10 per cent. ad val.....	Free.....	1s. per barrel.
10 per cent. ad val.....	10 per cent. ad val.....	10 per cent. ad val.....	Free.
6d. per 100.....	10 per cent. ad val.....	Free.....	2s. per 100.
6d. per 1,000.....	10 per cent. ad val.....	Free.....	2s. per 1,000.
1s. per 1,000.....	10 per cent. ad val.....	Free.....	2s. per 1,000.
1s. 6d. per 100 feet, superficial.....	10 per cent. ad val.....	Per cubic foot, 6d.....	Sawn, 2s. per 100 feet.
Logs above 12 x 4, free; other, 2s. 6d. per 40 cubic feet.....	10 per cent. ad val.....	Sawn and unsawn, per 50 cubic feet, 8s.....	Posts, 8s. per 100; rails, 4s. per 100.

COMPARATIVE STATEMENT OF DUTIES ON GOODS IMPORTED INTO THE

ARTICLES.	DUTY IN QUEENSLAND.	NEW SOUTH WALES.	VICTORIA.
Timber—			
Rough Spokes and Felloes	5 per cent. ad val....	Free	6d. per 100.....
Tin	Free	Free	Free
Tinware and Stamped Ironware	5 per cent. ad val....	Free	20 per cent. ad val., and on turnedware.....
Tin, Sheet	Free	Free	Free
Tinfoil	5 per cent. ad val....	Free	Free
Tobacco	2s. 6d. per lb.....	Manufactured, 2s.; un-manufactured, 1s. per lb.....	Manufactured, 2s.; un-manufactured 1s. per lb.....
Cigars	5s. per lb.....	5s. per lb.....	5s. per lb.....
Snuff	2s. 6d. per lb.....	2s. per lb.....	2s. per lb.....
Sheepwash.....	5 per cent. ad val....	3d. per lb.....	Free.....
Tools and Utensils.....	5 per cent. ad val....	Free	Free
Toys	5 per cent. ad val....	Free	10 per cent. ad val....
Turpentine.....	6d. per gallon.....	1s. per gallon.....	Free
Twine.....	1d. per lb.....	Free	14d. per lb.....
Varnish	5 per cent. ad val....	2s. per gallon.....	2s. per gallon.....
Vegetables, Preserved	5 per cent. ad val....	Free	2d. per lb.....
Vermicelli	1d. per lb.....	Free	2d. per lb.....
Vinegar, in wood.....	9d. per gallon.....	6d. per gallon.....	6d. per gallon.....
Vinegar, in bottle.....	1s. per gallon.....	6d. per gallon.....	6d. per gallon.....
Whiting	5 per cent. ad val....	Free	Free
Whickerware	5 per cent. ad val....	Free	20 per cent. ad val....
Wine	6s. per gallon.....	6s. sparkling, 4s. other.....	6s. sparkling, 4s. other, and 6d. dozen bottles.....
Woodenware	5 per cent. ad val....	Free	20 per cent. ad val....
Woollen Piece Goods.....	5 per cent. ad val....	Free	10 per cent. ad val. and free
Zincware	5 per cent. ad val....	Free	20 per cent. ad val....

SEVERAL COLONIES OF AUSTRALIA AND NEW ZEALAND.—(Continued.)

SOUTH AUSTRALIA.	WESTERN AUSTRALIA.	TASMANIA.	NEW ZEALAND.
Free.....	Staves and hoops, free; others, 10 per cent. ad val.....	Free.....	Free.
Free.....	10 per cent. ad val....	Free.....	Free.
10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
Free.....	10 per cent. ad val....	Free.....	Free.
Free.....	10 per cent. ad val....	10 per cent. ad val....	Free.
Manufactured, 2s.; un- manufactured, 9d. per lb.....	Manufactured, 2s. 6d. unmanufactured, 1s. per lb.....	3s. per lb.....	2s. 6d. per lb.
5s. per lb.....	5s. per lb.....	5s. per lb.....	5s. per lb.
5s. per lb.....	5s. per lb.....	5d. per lb.....	5s. per lb.
3d. per lb.....	3d. per lb.....	3s. per cwt.....	3d. per lb.
Free.....	10 per cent. ad val....	5s. per cwt.....	10 per cent. ad val.
10 per cent. ad val....	10 per cent. ad val....	1s. per cubic foot....	10 per cent. ad val.
6d. per gallon.....	10 per cent. ad val....	1s. per gallon.....	6d. per gallon.
Free.....	10 per cent. ad val....	1d. per lb.....	10 per cent. ad val.
6d. per gallon.....	10 per cent. ad val....	1s. per gallon.....	6d. per gallon.
1d. per lb.....	10 per cent. ad val....	10 per cent. ad val....	10 per cent. ad val.
2d. per lb.....	10 per cent. ad val....	2d. per lb.....	10 per cent. ad val.
9d. per gallon.....	6d. per gallon.....	4d. per gallon.....	6d. per gallon.
9d. per gallon.....	6d. per gallon.....	4d. per gallon.....	6d. per gallon.
Free.....	10 per cent. ad val....	9d. per cwt.....	1s. per cwt.
10 per cent. ad val....	10 per cent. ad val....	Lined, 2s per cubic foot; not lined, 1s. per cubic foot.....	10 per cent. ad val.
6s. per gallon, spark- ling; other 4s.....	4s. per gallon.....	2s. in wood; 6s. in bottle.....	4s. per gallon.
10 per cent. ad val....	Part free; part 10 per cent. ad val.....	Tubs and buckets, per dozen, 3s.....	10 per cent. ad val.
Free.....	10 per cent. ad val....	5s. per cubic foot....	10 per cent. ad val.
Free.....	10 per cent. ad val....	2s. 6d. per cwt.....	Zinc, tiles, ridging, guttering, and pip- ing, 1s. per cwt.; other, 10 per cent. ad valorem.